How One Branch Line Pays Off

November 3, 1958

RAILWAY AGE *weekly*

Man on a Hot Seat?

BLF&E President Gilbert doesn't think so. "We would not permit what happened on the Canadian Pacific to act as a precedent," he tells Railway Age in an exclusive interview—page 14.

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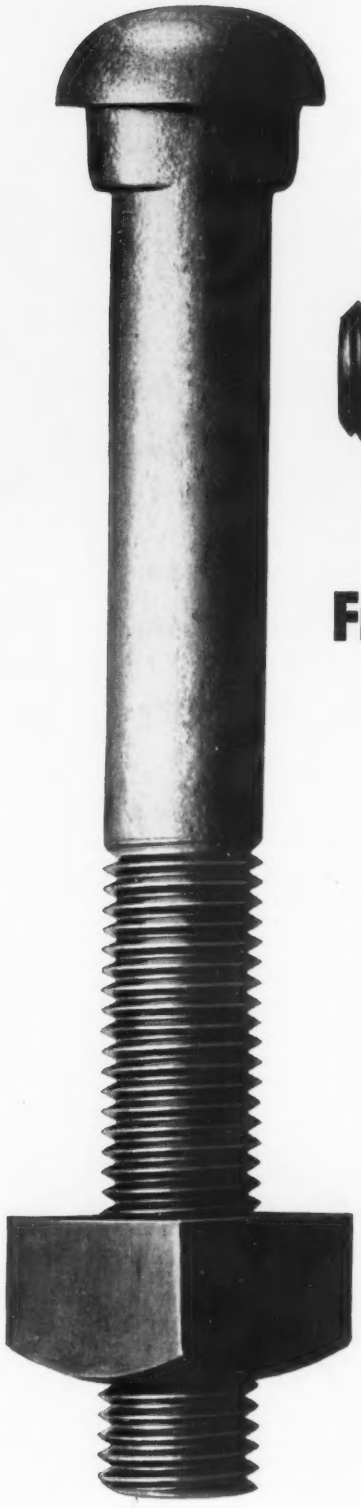

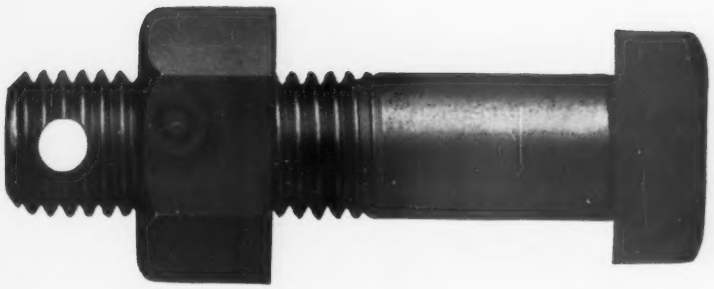

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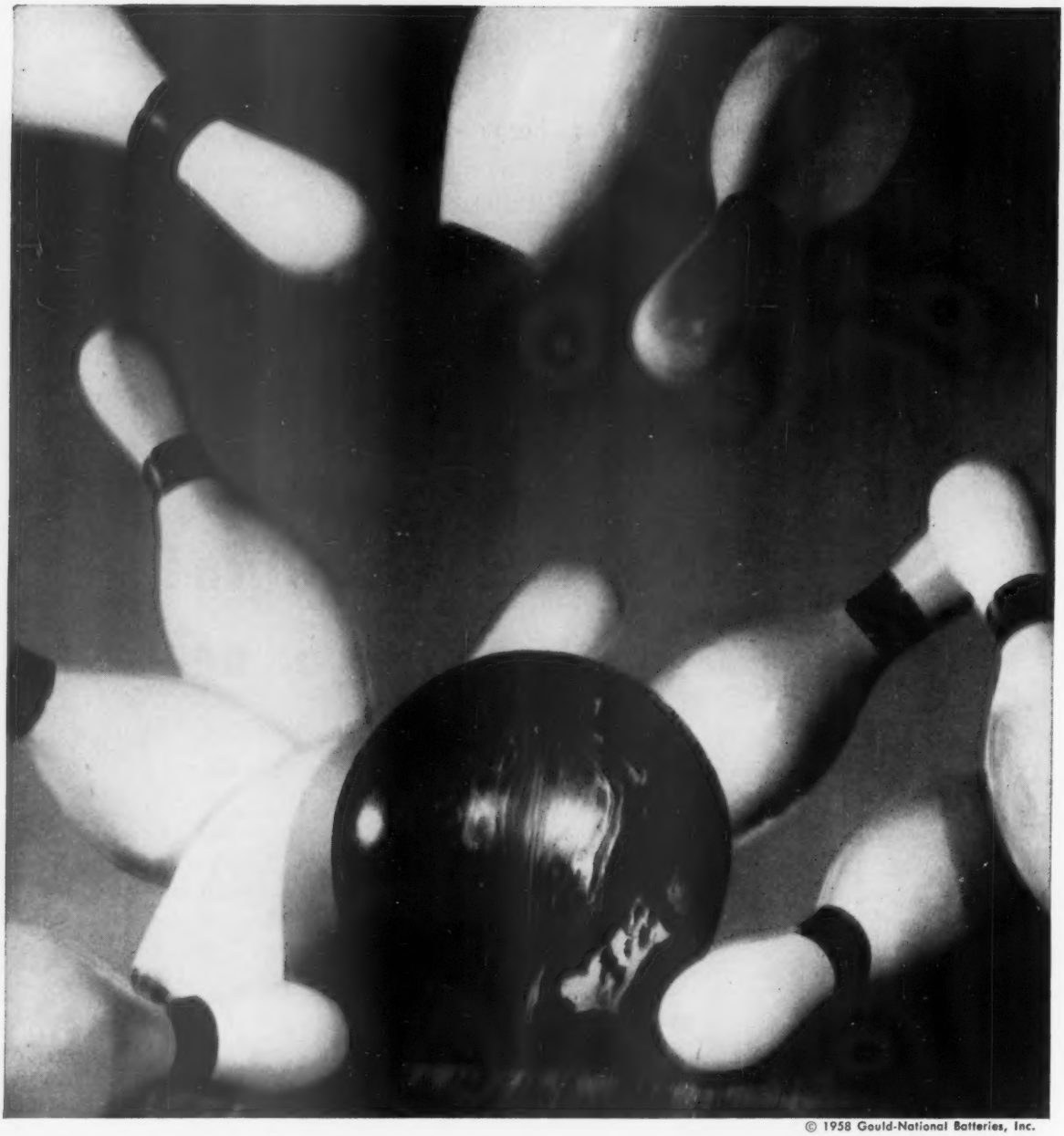

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RAILWAY AGE *weekly* November 3, 1958 • Vol. 145, No. 18

Week at a Glance

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Coming up: Agreed Charge No. 1 ..... p. 9

Eastern and western railroads are preparing to file test cases with the ICC—offering shippers reduced rates in return for a guaranteed percentage of their annual traffic volume. The plan will offer both big and small shippers savings of 15 to 25 per cent, may bring back to the rails much high-rated traffic lost to their competitors.

Man on a hot seat? p.14

That's the way many people regard the U.S. locomotive fireman. This is especially so since a Canadian Royal Commission upheld the CPR's contention that firemen are unnecessary on freight and yard diesels. But Ed Gilbert, president of the Brotherhood of Locomotive Firemen and Enginemen, says his organization does not believe the Canadian decision set a precedent for the U. S. He explains his position in an exclusive Railway Age interview.

CPR cuts operating expenses with new interlocking p.26

The road has made extensive track changes and modernized its passenger terminal at Calgary, Alta. The project, costing about $2,200,000, involved installation of new tracks and station platforms, in addition to the interlocking. Train and switching moves in the area are now handled more efficiently.

How one branch line pays off p.30

There is a place for light-traffic branches in today's "super-railroad" concept. This close look at one Baltimore & Ohio branch operation shows you why.

'Substantially better' 1959 seen p.37

Railroad net income for 1958 may be no better than $500 million, according to a new AAR estimate. But recent increases in car-loadings indicate a substantial improvement in earnings next year.

Home-grown ideas help Milwaukee p.38

President Quinn tells how the ingenuity of the road's own employees is paying off in new and improved methods and procedures.

The Action Page—What jobs for firemen? p.46

Blacksmith shops vanished, but blacksmiths didn't starve. They simply changed their trade to conform to customers' demands. Today's diesel locomotives leave the fireman with little to do but serve as a look-out. What can railroads and firemen do to solve their mutual problems?

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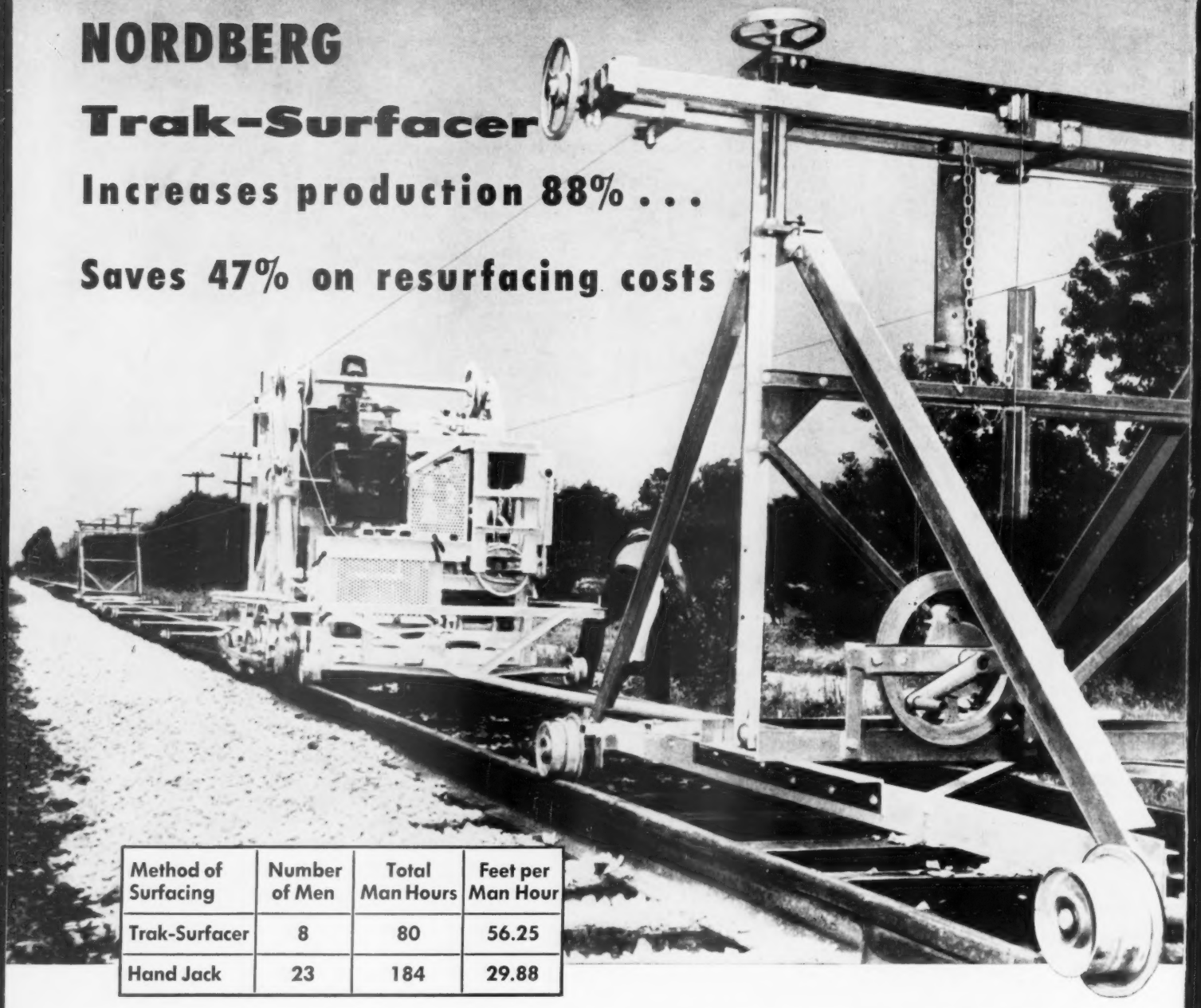

Method of Surfacing	Number of Men	Total Man Hours	Feet per Man Hour
Trak-Surfacer	8	80	56.25
Hand Jack	23	184	29.88

The above comparison of actual surfacing jobs was made under similar conditions on two Class 1 railroads. *Based on these figures, production with a Nordberg Trak-Surfacer was 88% greater and 47% less costly than with conventional hand methods.*

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Week at a Glance CONT.

Current Statistics

Operating revenues, eight months	
1958	$6,163,751,500
1957	7,046,516,187
Operating expenses, eight months	
1958	4,982,860,039
1957	5,514,763,914
Taxes, eight months	
1958	589,740,65[illegible]
1957	736,630,251
Net railway operating income, eight months	
1958	392,812,871
1957	615,496,115
Net income estimated eight months	
1958	278,000,000
1957	475,000,000
Average price 20 railroad stocks	
Oct. 28, 1958	98.17
Oct. 29, 1957	72.15
Carloadings revenue freight	
Forty-two wks., 1958	24,211,143
Forty-two wks., 1957	29,352,217
Average daily freight car surplus	
Wk. ended Oct. 25, 1958	16,787
Wk. ended Oct. 26, 1957	12,163
Average daily freight car shortage	
Wk. ended Oct. 25, 1958	6,974
Wk. ended Oct. 26, 1957	912
Freight cars on order	
October 1, 1958	24,982
October 1, 1957	71,981
Freight cars delivered	
Nine months, 1958	34,664
Nine months, 1957	76,344

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Short and Significant

Recession salary cuts . . .

are being lifted on several eastern roads. The PRR has restored the 10 per cent cut made last April for employees earning more than $10,000 a year. The D&H has lifted the 10 per cent trim made last May 1 in the over-$8,000 bracket. NYC is studying restoration of its 15 per cent cut, the date for this change being Jan. 1, 1959.

Union Pacific didn't retain rights . . .

to all subsoil minerals in certain of its sales of land-grant property, the Colorado Supreme Court ruled last week. Railroad attorneys indicated the decision may affect "a substantial amount, but not the majority share" of the lands granted UP in 1862. The ruling is regarded as "serious, but not, on the face of it, of great consequence to the oil interests" of the railroad. One factor in the case: the language of the mineral reservation clause in the specific sale at issue differs from language used in some other transactions.

NP's 20 per cent stock dividend . . .

for common shareholders is viewed in some quarters as a possible prelude to action on the proposed merger involving NP, GN, Burlington and SP&S. It's reported the merger plan may be ready to go to the ICC before year's end.

New Flexi-Van owners . . .

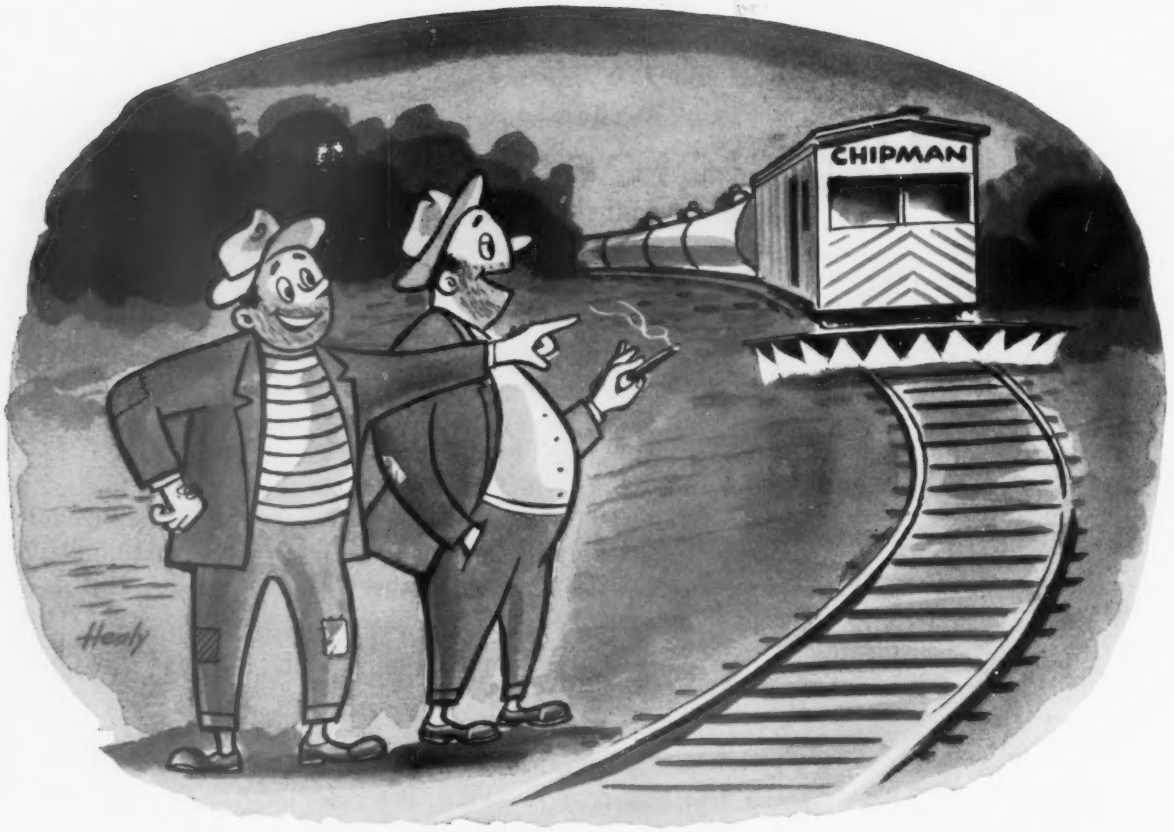
include a ship line and freight forwarder, New York Central Transport President Leo Mellam told New York security analysts last week. He identified the ship line as American President Lines, which is reported to have a substantial order on the books for Flexi-Van bodies for joint rail-ship overseas shipments. The freight forwarder is U. S. Freight Company. A spokesman for U. S. Freight last week confirmed that U. S. Freight has acquired its own vans and is planning to begin Flexi-Van operations.

Potato rate reductions . . .

have now been extended westward from Maine to points in Illinois, Indiana, Kentucky, Missouri and Wisconsin, the Bangor and Aroostook announced last week. The BAR originally slashed potato rates last December in an effort to recover traffic lost to truckers, later pronounced the experiment very successful (RA, May 5, p. 32). The reduced rates are on potatoes in carloads of 50,000 lb minimum.

An atomic switch lamp . . .

has been installed by the Pennsylvania at an industrial siding switch in Altoona, Pa. Pennsy expects "substantial" maintenance savings. The lamp, using Krypton 85 gas, will stay lighted for ten years without refueling or maintenance. The atomic switch lamp was first used on the D&RGW.



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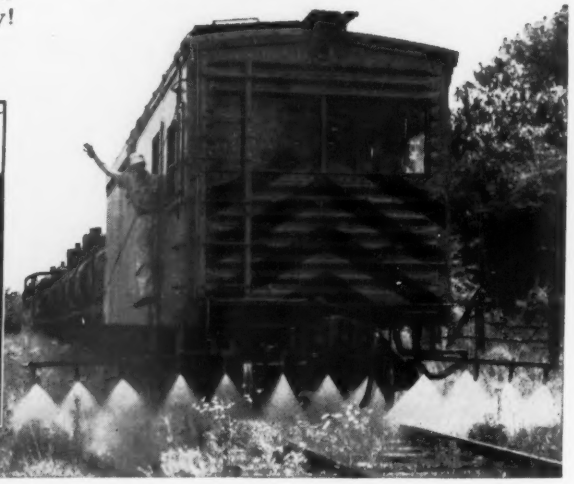

Coming Up: Agreed Charge No. 1

U. S. roads will promise lower rates in return for specified percentage of shipper's freight. Test cases are due before the ICC soon. Object: to win back high-rated traffic that has been lost to competitors.

Canadian railroads recently put into effect Agreed Charge No. 500. U. S. roads will soon propose Agreed Charge No. 1.

It will represent, in the words of one traffic officer, a "drastic departure" from traditional U. S. rate-making practices.

It could mean:

- The return of a substantial block of high-rated traffic—now moving by truck—to the rails.
- Savings to participating shippers of 15 to 25 per cent in freight charges.

Under an agreed charge contract, a shipper would promise to route a certain percentage of his annual traffic by rail, in return for a lower rate. Sample contracts are already being drawn up for submission to the ICC.

Interest in the agreed charge form of rate-making has mushroomed in the last 18 months. In recent weeks, railroad traffic men have been huddling with shippers, have found that many are ready to sign up as soon as the ICC flashes a green light.

Both eastern and western roads are interested. Eastern roads hope to have a sample contract ready for ICC study "very shortly." A test case is due from the midwest "before too long."

An eastern spokesman says the potential is almost limitless.

In Canada, agreed charges have been a boon to railroad traffic for years. In 1957, about 12.3 per cent of Canadian rail traffic moved under agreed charges, according to a waybill sampling.

Extension of agreed charges south of the border is expected to meet strong opposition, especially from trucking interests. But as one railroad traffic officer put it: "The truckers fight us any time we try to take advantage of our low-cost, high volume potential."

As some see it, the agreed charge would have substantial advantages over present forms of rate-making where volume movements are involved:

- By the nature of the contract—with a shipper agreeing to route a specified percentage of his traffic by rail—the railroads would be assured of a relatively stable traffic flow. It's possible today to make downward adjustments in regular commodity rates, but there's no real assurance that the lower rate will actually produce more traffic. Competing modes of transportation may also reduce charges and the railroad is thus left with (a) a lower rate in effect; and (b) little, if any, additional tonnage.
- Shippers would benefit from the lower rates possible under the agreed charge principle. Moreover, there'd be no room for allegations of discrimination against the small shipper. The agreement to route traffic by rail would be based upon a percentage of traffic, not tonnage or carloads. The small shipper, who may not be in a position to take advantage of so-called trainload rates, may participate equally with the big shipper on an agreed charge.
- By giving the railroads a fairly precise forecast of future traffic under the agreed charge, the carriers would better plan for equipment availability.
- Perhaps most important—and these are the words of Milwaukee President William J. Quinn—the agreed charge "would give the railroad industry an opportunity to utilize more fully its inherent advantage of volume transportation. Full utilization of this inherent advantage, of course, involves an exact and an accurate knowledge of transportation costs." And, while he conceded that much remains to be done in this field, one traffic officer pointed out that of late there have been "tremendous efforts by the railroads to become better informed on costs . . . this effort will continue."

All the questions on agreed charges haven't yet been answered. One concerns

Suburban Test Begins in Philadelphia

"Operation Northwest," began in Philadelphia's Chestnut Hill district early last Monday with commuters leaving a feeder bus route at PRR's Upsal station getting a handshake from Mayor Richardson Dilworth and a chrysanthemum from the Pennsy. Riders on the parallel Reading line met the Mayor somewhat later in company with Reading President Joseph A. Fisher. City of Philadelphia is underwriting added costs to the Reading and Pennsylvania railroads of providing extra trains at lower fares (RA, Oct. 27, p. 82). Reading reported first day business up 11.5 per cent from normal, and second day reports were even better. PRR counted a 14 per cent increase the first morning. Eventual goal: increase of 6,000 rail riders daily.

the legality of such agreements in the U. S. Another involves the operation in principle where two or three or more railroads might figure in the picture.

The legal question doesn't seem to be causing much worry. It's been pointed out that agreed charges are already an established fact, in effect, with motor contract carriers and some 80 per cent of barge line operators.

As for differences in operation of the system in the U. S., advocates of the agreed charge don't see an unsolvable problem. In Canada, agreed charges are negotiated through the Canadian Freight Association. In the U. S. they would be worked out through rate bureaus in the same way regular commodity rates are handled.

In Canada, only two major roads are involved in most cases. In the U. S., a number of roads might figure in various point-to-point routings. A form of agreed charge might be worked out in which a shipper merely agrees to route a fixed percentage of his traffic by rail—there would be no agreement to ship exclusively by one carrier and the shipper would remain in full control of the division or allocation of his traffic among participating roads. Inter-railroad competition for the business would be preserved.

How the ICC will react is anybody's guess—although railroad men have seen hopeful signs in recent statements from commissioners.

For example, when the rate-freedom issue was under discussion at Congressional hearings on bills which finally became the Transportation Act of 1958, Chairman Freas of the ICC said the railroads were free to propose any innovation that the imagination of their pricing experts could devise.

He added that the commission, of course, must measure such proposals against standards set out in the Interstate Commerce Act—especially the prohibitions against unjust discrimination and undue preference.

More recently, Mr. Freas has noted how changing times have influenced commission thinking on rate matters. He recalled that in 1909 it turned down a request for carload rates because LCL rates were regarded as essential to small shippers. But three years later the commission "indicated that carload rates should be maintained in instances in which carload quantities were offered." It was not until 1939 that the commission first approved multiple-car rates—the same argument of discrimination against small shippers having previously carried the day.

As to rates based on annual tonnage, or agreed rates, Mr. Freas noted that the commission had viewed them with disfavor during its early days, and had reaffirmed this view in 1945. This year, however, one of its divisions permitted establishment, pending investigation, of a rate on coal to be applied only if 1,500,000 tons are shipped annually.

Watching Washington *with Walter Taft*

• **OFFICIAL COMMENT** on the effect of the Transportation Act of 1958's rate-freedom provisions has come from the ICC's Division 3. The division thinks the act infuses "renewed vigor" into the principle that carriers "are at liberty to reduce their rates, so long as such reductions do not violate any provisions of the act."

UNOFFICIAL COMMENT had come previously from individual commissioners. Generally it was to the effect that the act made no important change in rate-making powers the commission already had. Some of it, however, was hedged by acknowledgements that rules of statutory construction ordinarily hold that an amendment to existing law is "presumed to accomplish some purpose."

THE FREEDOM PROVISIONS prohibit the commission from holding rates to a particular level to protect the traffic of a competing mode of transportation. At the same time, they call for "due consideration" of objectives of the National Transportation Policy which include the aim of avoiding "destructive competitive practices."

DIVISION 3'S COMMENT came in a report which refused to condemn reduced rail rates for piggyback service on synthetic resin moving from North Tonawanda, N. Y., and Harriet to New York City. The case arose before the 1958 act was passed, and was thus not tailored to get a formal interpretation of that act. The rates in issue were published in tariffs originally scheduled to become effective last March. Upon protest of truck interests, they were suspended for the investigation out of which the division's report came.

• **TRUCK COMPETITION** for long-haul traffic could be greatly intensified as motor carriers develop their nationwide vehicle-interchange arrangements. The arrangements are embodied in a Section 5a agreement which has been approved by the ICC. Section 5a is that part of the Interstate Commerce Act which affords anti-trust immunity for carrier joint actions if approved.

SOME 335 TRUCKERS are parties to the pact. Like the agreement covering railroad per diem arrangements, it sets up an organization for the establishment of the rate of compensation, and the rules and regulations pertaining thereto, for the use of tractors, trailers and semitrailers in interchange service.

Mergers Forecast

New Consolidation Talks Will Bear Fruit—Wyer

Is the current wave of railroad merger talk just a lot of sound and fury? William Wyer, a leading merger consultant, doesn't think so.

He told New York security analysts last week that he didn't share the pessimism expressed in some quarters about the outcome of current merger discussions.

Reason: "The savings possible through consolidation are of such magnitude that railroad officers no longer can ignore them."

The consolidations now proposed, he added, are of a different stripe from those of former days. In the past, he said, many railroads interested in consolidation simply wanted to integrate their systems, often through the absorption of weaker roads.

Now, for the first time, he went on to say, "successful and wholly integrated roads are talking consolidation. They've been forced to it by circumstances of the times."

He said that "two-thirds to three-fourths" of all consolidation economies come from three sources which should be of primary concern to any railroads considering merger:

- Consolidation of terminals.
- Consolidation of organizations.
- Traffic benefits.

Mr. Wyer's firm, Wyer, Dick & Co., has been retained along with Coverdale & Colpitts to conduct the merger study just announced by the Seaboard Air Line and Atlantic Coast Line.

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Current Railroad Questions

To What Extent Can Piggyback Replace Branch Line Operations?

The first group of letters below concludes our discussion of piggyback as a possible replacement for branch-line operations. First comments on this question appeared August 25, with additional material September 15.

Our second question, concerning the effect of an extended rail credit period, was introduced September 29. Future columns will continue the discussion of extending rail credit periods . . . *G.C.R.*

'Not at All Enthusiastic'

"I am not at all enthusiastic about piggyback *replacing* branch line operations. I don't think such an arrangement would be an economical one. Nor do I think it would expedite service except in special instances where branch line train service is not frequent and the commodity to be handled in this 'off-day' substitute service is sufficiently high rated, and of sufficient volume, to warrant the special arrangements, and is susceptible to such handling.

"I am very enthusiastic about piggyback *supplementing or extending* branch line operations or, in fact, any operations. Insofar as supplementing operations is concerned, I think it is quite evident that piggyback can serve the ever-growing number of industries which are not being served by rail. However, in the *extension* of operations, in my opinion, lies the real potential for piggyback. I fully realize that, under law, we cannot extend our operations with substitute service. This, again in my opinion, is one of the most severe restrictions with which we are faced today. Railroads, like any other industry, *must* have the right to diversity—not only in the transportation field but in other fields in order to 'hedge' against obsolescence, technological developments, unfair competition, and depressions peculiar to an industry or part of an industry. When we get this right (and we must seek it diligently after having unfortunately 'traded' it for other benefits which are minor compared to it), then and then only will piggyback become a vital and effective means of meeting competition and regaining lost business."—*J. P. Hiltz, Jr., vice president, operation and maintenance, Delaware & Hudson.*

'Not in Foreseeable Future'

"So far as the T&NO is concerned, we are now handling piggyback shipments on some of our branch lines. But replacement of branch line operations with piggyback service does not appear to offer any possibilities in the foreseeable future. There is, of course, a possibility that in some instances when curtailment of freight train service on a branch line becomes necessary because of lack of tonnage, piggyback service could be operated in order to retain certain traffic which might otherwise be lost. Such operations would depend on local circumstances.

"There is also a possibility that in some instances piggyback service on a branch line might tend to attract new business. Such a possibility would also hinge on the local situation and the availability of the potential new business.

"In considering piggyback service as a replacement of branch line operations careful study would, of course, have to be made of the numerous factors involved, including traffic features, rates, question of pickup and delivery service, etc."—*R. deWaal, general manager, Texas & New Orleans.*

Would Extending Rail Credit Period Help Rail Sales?

"Referring to the question 'Do rail traffic men work at a disadvantage in selling rail shipment because time allowed for payment of rail bills is generally 96 hours instead of seven days allowed by truck lines?'

"Our sales representatives do work at a slight disadvantage because of this difference, but it has not been too serious.

"However, we do feel that the railroad credit period should be extended to put the two forms of transportation on the same basis, and do not feel that there is any great advantage to the railroads or the shippers in retaining the present system. While some additional working capital might be required at the time of the change-over, we do not think that this would be a serious problem.

"Likewise, any necessary reorganization of traffic and accounting department procedures that might be required would not present any particular difficulties."—*S. M. Rodgers, vice president-operations, Rutland.*

•

"I have polled our people on this subject; and, summarizing, we are all of the opinion that our 96-hour credit limit as opposed to seven days of the motor industry does not place us at any appreciable disadvantage in the procurement of freight traffic. It is only infrequently that we hear any objection and then it is generally in the case of some party who would simply prefer to hold his money additional days but not important enough to over-ride any advantage we may have or in even comparable conditions to divert rail traffic.

"I think the answer is simply, 'There is no disadvantage'."—*H. W. Dorigan, vice president-traffic, Jersey Central Lines.*

CONDUCTED by G. C. RANDALL, district manager, Car Service Division (ret.), Association of American Railroads, this column runs in frequent weekly issues of this paper and is devoted to authoritative answers to questions of interest to railroaders at all levels of responsibility. Readers are invited to submit questions, and when so inclined, letters agreeing or disagreeing with our answers. We will pay $10 for questions suggested by readers, which are used in this column. Communications should be addressed to Question and Answer Editor, Railway Age, 30 Church Street, New York 7.

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Now, full electronic power regulation in the new Stan-Pac radio gives you *absolute protection* from damage caused by surges arising in the locomotive power circuits. You get never-before-known reliability.

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New Stan-Pac Radio also features

- **Improved Heat Dissipation Design** affords cool-running transistor and equipment operation under high ambient conditions.
- **Advanced Design Motorola Transistors** are used for utmost reliability.
- **Front Panel Metering** speeds service checks and maintenance operations.
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MOTOROLA RAILROAD RADIO

Motorola Communications & Electronics, Inc., 4501 Augusta Blvd., Chicago 51, Ill. • A Subsidiary of Motorola Inc.

Clear track for the firemen? It doesn't look that way. With the CPR case fresh in the minds of U.S. railroad men, it appears that the man in the fireman's chair may become the . . .

. . . Man on a Hot Seat

In the following exclusive interview with Railway Age H. E. Gilbert, BLF&E president, discusses:

- The CPR case, and the role it may play in next year's U.S. railroad labor negotiations
- The proposal for amalgamation of his union with the Brotherhood of Locomotive Engineers
- The proposal by Teamster boss James R. Hoffa for some form of confederation of all transport workers
- What both management and labor can do to improve relationships with each other

The position taken by some union people suggests job security may be one of the big 1959 issues. To one extent or another, all unions—ops and non-ops—figure in the picture. One which figures more than most is the 90,000-member Brotherhood of Locomotive Firemen and Enginemen. The Canadian Pacific, in 1957 and 1958, weathered two BLF&E strikes to create the first break in the brotherhood's resistance to elimination of the fireman. U. S. railroads are inclined to view the CPR victory as precedent in theory if not in practice.

Square-jawed, 52-year-old Ed Gilbert, will argue the point strenuously. He calls the Canadian Royal Commission report upholding CPR's case a "farce." He charges government pressure forced the brotherhood's retreat. He isn't inclined to agree that the Canadian case is precedent for any action whatsoever on this side of the border. Here's what he says:

Q. Mr. Gilbert, much has been said and much written about the possible effect of the CPR fireman case on negotiations in the United States next year. Where do you stand on that?

A. Insofar as we are concerned, we would not permit what has happened on the Canadian Pacific to act as a precedent because of the circumstances under which it was accomplished.

Q. Specifically, what "circumstances?"

A. In effect, we feel very strongly that we were singled out for treatment that has never been accorded any other organization in Canada, when they imposed upon us a report of the Royal Commission as if it were the result of compulsory arbitration, when all concerned were fully aware that that was not to be done when the Royal Commission was set up.

Q. How was this report imposed upon the brotherhood?

A. The government insisted that it must be accepted.

Q. This happened before or during the strike?

A. Before and during the strike, yes, sir.

Q. And the settlement came as a result of this?

A. Yes, I will say government pressure.

Q. Do you foresee efforts on the part of roads in the United States to press the same case down here?

A. I never try to outguess my opponent. I just try to be ready for whatever comes up and let the situation fall in its proper niche when it does.

Q. Do you have any plans for a public relations or educational campaign to offset any drive which the carriers may make to eliminate the fireman?

A. No, none which are final.

Q. It's been reported that members of the BLF&E are being called on to pay $1 per month for the next 10 months to finance a campaign to fight moves to eliminate firemen. Based on a 90,000 membership, that's $900,000 over 10 months. Eliminating 10,000 retired members and 16,000 furloughed, it amounts to $640,000. What type of campaign will this fund be used to finance? Will part of it be reserved as a fund for use in the event of a strike against Canadian National or a road or roads in the U.S.?

A. The subject of assessments in the

BLF&E Chief Began Railroading 33 Years Ago

H. E. GILBERT

Ed Gilbert took his first railroad job—in Santa Fe's signal department—at the age of 19. He started firing for the railroad the next year and then moved over to service as fireman on the Chicago & Alton, now part of the Gulf, Mobile & Ohio. He was promoted from fireman to engineer on the GM&O in November 1935.

The preceding year, 1934, marked Mr. Gilbert's start up through the BLF&E chain of command. He was elected a member of his local grievance committee at Chicago and was elected committee chairman in 1936, while also serving his local as legislative representative and convention delegate. From there on, his rise through the brotherhood reads like this:

1941—elected alternate member, international board of directors. Also worked as general organizer and assistant to the president.

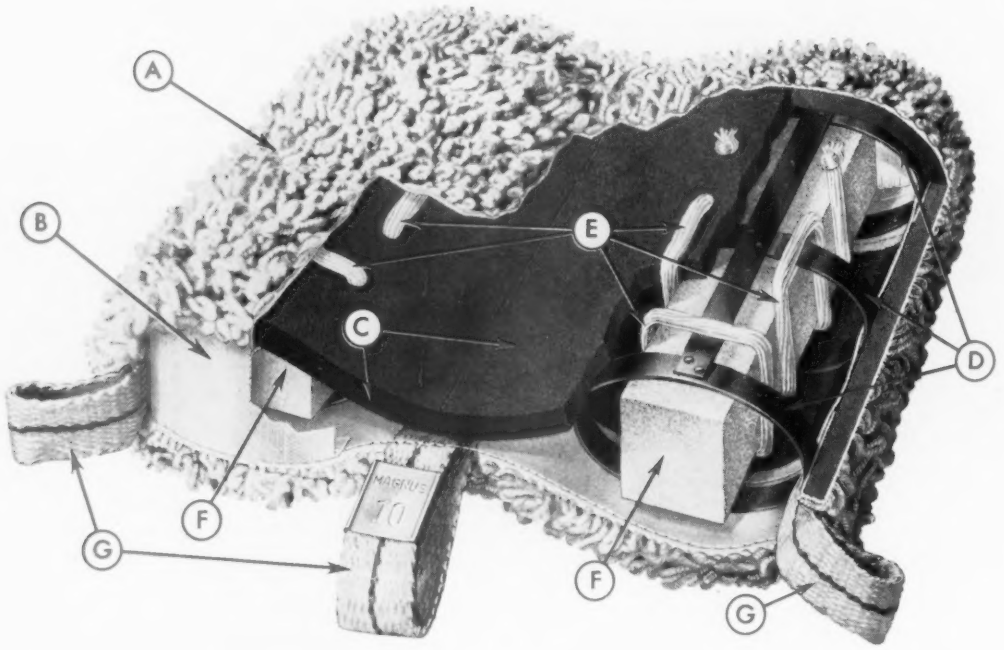
1947—elected vice-president.

1953—elected international president.

Continued on page 20 ►

NOW—A CAR JOURNAL LUBRICATOR DESIGNED AND

IT'S THE NEW MAGNUS



FEATURES and ADVANTAGES

(A) **Outer Cover** of tufted premium quality cotton yarn with heavy duck backing provides an ideal application and absorption surface which is glaze-resistant. It is washed and shrunk prior to assembly, assuring proper fit, and is stitched at both ends to prevent raveling and bunching in service.

(B) **End Covers** of cotton bolting cloth web assure lasting strength and flexibility—keep dust and dirt out of the internal wicking materials—restrict oil loss.

(C) **One-Piece Felt Pad** backs up the tufted cover and is formed around the two sets of steel springs and sewn together on the center line to make a single pad, with twin-lobe design—a far more rugged construction with better capillarity than if two separate pads were sewn together.

(D) **Flat Steel Springs**—three firmly connected springs in each lobe maintain constant and correct pressure on the journal. Scaleless tempered spring steel will not sag and allow the pad to fall away from the journal. The springs are firmly secured to the underside of the felt and cover and are riveted to spring steel spacer strips—a construction that positively prevents misalignment or contact of springs with the journal.

(E) **Internal Wicks** of 25-ply Bostonia provide 16 supplementary oil paths from the bottom to the top of each Magnus Lubricator Pad. Thus the design includes a combination of circumferential wicking, internal wicking and center feed wicking, assuring ample oil flow under all conditions.

(F) **Polyurethane Cores**—used solely to increase oil reservoir capacity—make for greater margin of safety in event of oil starvation by contacting the 16 internal wicks.

(G) **Extra-Strong Loop Handles** extend through pad centers, will withstand a pull of 300 pounds before failing. Additional loop handles are provided at each of the four corners. Brass nameplate on center loop carries the size identification. Magnus Pads are currently available in standard sizes for 5 x 9, 5½ x 10 and 6 x 11 car journals.

MAGNUS Solid Bearings

MAGNUS METAL CORPORATION

BUILT BY JOURNAL BEARING EXPERTS

LUBRICATOR PAD

3-way wicking, large oil capacity, rugged one-piece twin-lobe construction are features of the MAGNUS journal lubricator that's now approved by AAR for interchange test installations

WHAT YOU need in a lubricator you get in the new Magnus Pad. First, there's maximum wicking — circumferential, internal, and center feed — to provide cooler operation and a far greater margin of safety in event of oil contamination. Internal wicks are *not entrapped* — wick more oil and are readily cleaned through normal reclamation process.

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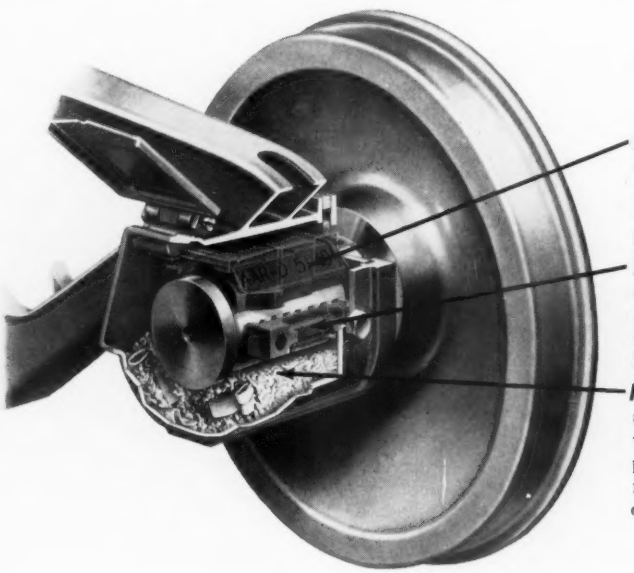
The cover is heavy pre-shrunk duck tufted with premium quality cotton yarn (proved the most practical design) and backed with high capillarity felt. It's positively held against the journal at all times by elliptical tempered steel springs that eliminate sponge-type uplift media. The springs are firmly secured to both felt and cover. The whole is a unique one-piece twin-lobe reversible design, self-centering on the journal — end-enclosed to restrain loss of oil. It's a lubricator pad designed by bearing experts to give railroads the performance needed.

Get the full story on the NEW MAGNUS LUBRICATOR PAD. We will gladly send you complete information and answer any detailed questions you may have regarding its construction and operating characteristics. Write to Magnus Metal Corporation; 111 Broadway, New York 6, or 80 E. Jackson Blvd., Chicago 4, Illinois.



For Tops in Bearing Performance at Lowest Possible Cost

Magnus Solid Bearings—Are easy to maintain or replace. They can take the maximum load, make the fastest schedule. They save excess weight and have the lowest possible running resistance in pounds per ton.

Magnus R-S Journal Stops—Positively prevent excessive axle displacement during impact, braking, switching and humping. The result is better bearing performance with far lower maintenance, doubled bearing life, and reduced wheel flange wear.

Magnus Lubricator Pads—Provide a constant and uniform oil film for solid journal bearings. Three-way wicking, large oil reservoir capacity, rugged one-piece twin-lobe construction—these are three of the features that make Magnus Pads your best bet for efficient pad journal lubrication.

Subsidiary of **NATIONAL LEAD COMPANY**

KAR-GO Bearings

whip hot boxes at a new, low cost

RUNNING longer trains on faster schedules means tougher-than-ever service for railroad equipment. And all it takes is one hot box to throw schedules out of whack—miss delivery dates—boost costs.

Why take a chance on a hot box that can cause you so many headaches when you can whip the problem with Allison KAR-GO Cartridge Bearings?

Expensive? Far from it—in fact, this is the lowest-cost complete solution to the hot-box problem.

Dependable? You bet! The KAR-GO Bearing is proved by millions of in-service railway miles and three years of rugged field testing.

Economical? Here's proof: An Allison KAR-GO Bearing will *pay for itself* in two years by reducing routine maintenance and service-failure costs.

No "gadgetized" journal brass bearing can begin to give you the rugged low-cost features of the full-round sleeve KAR-GO Cartridge Bearing—or the advantages you get with this sealed-in, low-maintenance unit. In fact, once you get your first set of KAR-GO Bearings, you'll find more of these bearings can be added to your new-car fleet through savings in hot-box elimination.

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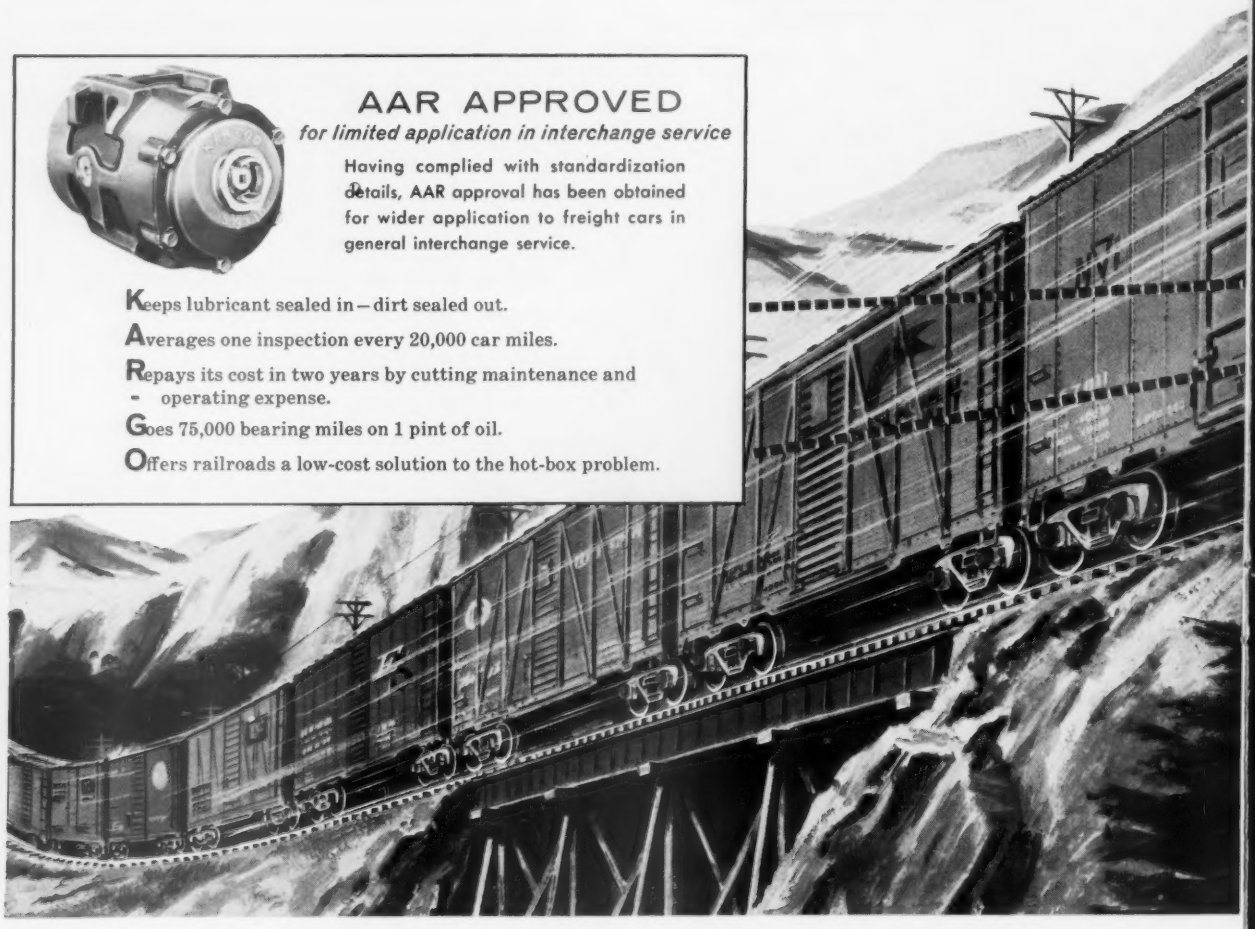
Keeps lubricant sealed in—dirt sealed out.

Averages one inspection every 20,000 car miles.

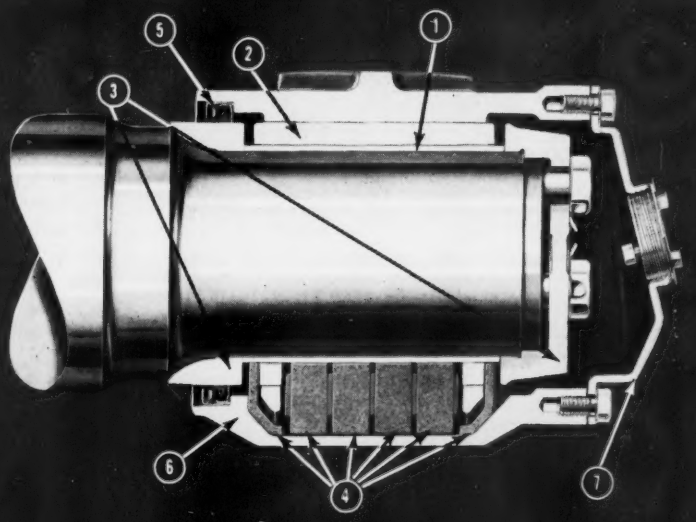
Repays its cost in two years by cutting maintenance and operating expense.

Goes 75,000 bearing miles on 1 pint of oil.

Offers railroads a low-cost solution to the hot-box problem.



THE INSIDE STORY



Built to run for thousands and thousands of miles, the Allison KAR-GO Cartridge Bearing gives you a *sure* answer to the hot-box problem at a low, low cost.

1. JOURNAL SLEEVE

Smooth, hardened surface for maximum bearing life — eliminates axle wear.

2. ALUMINUM ALLOY BEARING

Economical, precision-fitted, full round for maximum heat dissipation and prevention of axle roll-out.

3. THRUST RING AND CAP

Absorb lateral thrusts on hardened faces. Ring provides highly finished surface for oil seal.

4. FELT WICK LUBRICATOR

Insures adequate oil delivery to bearing—spring-loaded to make constant contact with journal sleeve.

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Double lip, automotive type; keeps oil in and dirt and water out.

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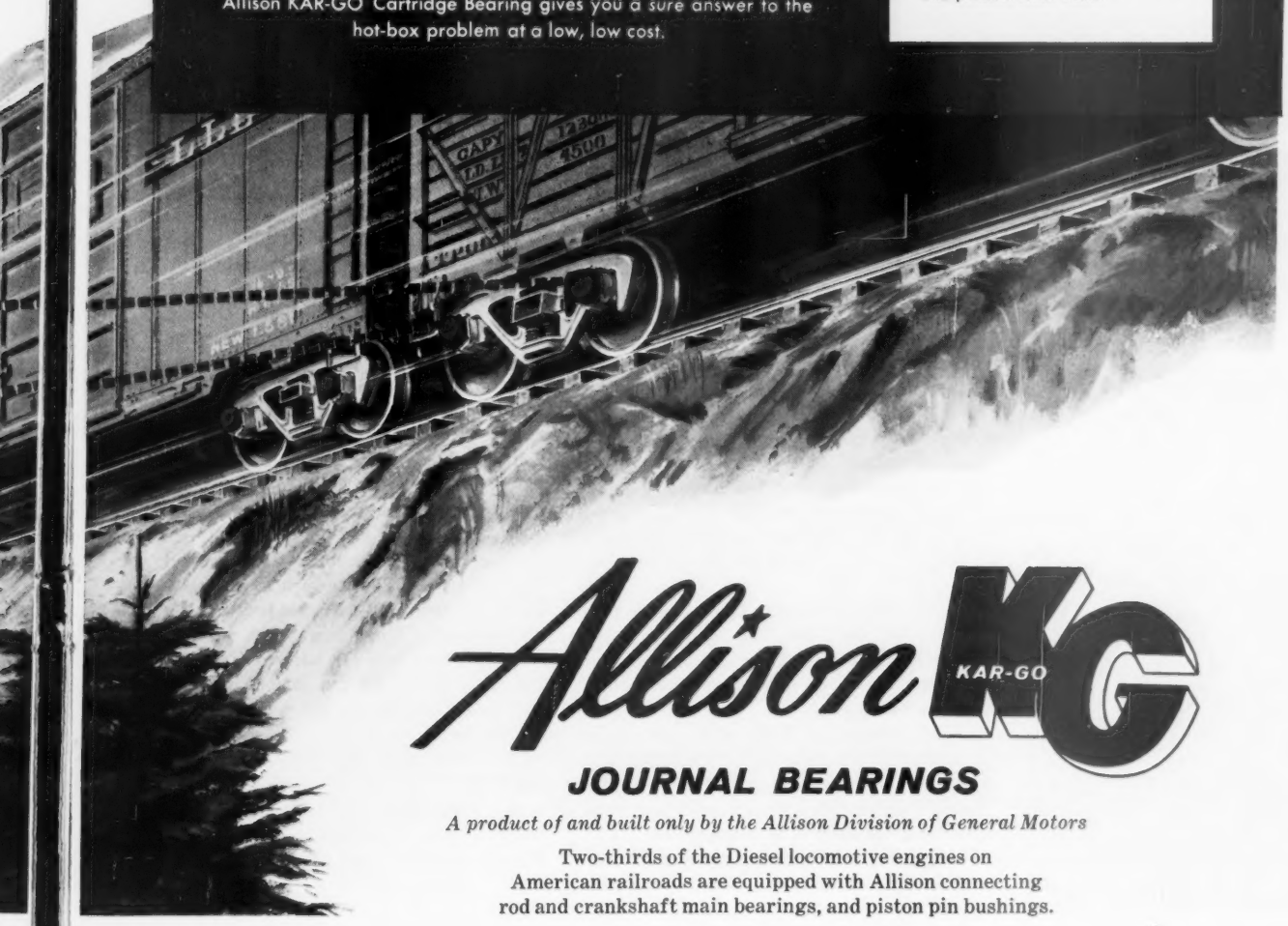
Rugged pearlitic malleable iron; completely encloses entire assembly; eliminates need for separate adapter.

7. COVER ASSEMBLY

Provides sealed closure, oil filler plug and pressure-relief valve.



Allison KAR-GO

JOURNAL BEARINGS

A product of and built only by the Allison Division of General Motors

Two-thirds of the Diesel locomotive engines on American railroads are equipped with Allison connecting rod and crankshaft main bearings, and piston pin bushings.

"We were singled out for treatment that has never been accorded any other organization in Canada . . .

. . . when they imposed upon us a report of the Royal Commission as if it were the result of . . .

. . . compulsory arbitration. The government insisted that it must be adopted."

Brotherhood of Locomotive Firemen and Enginemen is one that concerns only the members of the organization as to the amount and the manner in which the sum collected is expended.

Q. But the brotherhood will be well prepared in the event that the fireman case comes up here?

A. We have to stay prepared for whatever comes up and just because everybody is talking about the fireman's case doesn't throw us off some of the others we think are important.

Q. In other words, you're not neglecting your offense for your defense.

A. Oh, no. We'd be foolish to do that. We've been in this business for more than 85 years, and I think we can point with justifiable pride to the fact that in those years we have been able to work out across the bargaining table some of the very knotty problems that have been presented to railroad management by us and to us by railroad management.

Q. When is the brotherhood going to decide on the demands it will file next year?

A. That's done at a meeting of what we call our Associations of General Grievance Committees and at the present time no date has been set for convening them. You know we have a convention in July of 1959, and it's quite possible that they may take action that would require attention on the part of the Associations.

Q. Is there a chance that the issue of the second fireman will be raised again?

A. That is always a possibility. I would not want to predict what would happen as a result of the deliberations of either our convention or of our Associations of General Grievance Committees.

Q. The second fireman issue in the past, however, has been turned down by an emergency board.

A. The last time the second fireman on a locomotive was in discussion was prior to 1950. I think in the 1950 agreement we disposed of the last issue with respect to that.

Q. What is your feeling on instituting a demand for a rule that no job in existence as of a certain date could be abolished without agreement between the carrier and the brotherhood?

A. There are some that have been negotiated. Thus far our organization has not instituted any, but it is a possibility that our Associations or even our convention, might give it consideration.

Q. It is within the realm of possibility that something along this line could happen?

A. Oh, yes. Anything within reason is within the realm of possibility.

Q. How could such a rule be applied to engine or train service employees?

A. This is a subject for negotiation.

Q. Under the CPR settlement, only about 40 employed firemen have actually lost jobs. The remaining firemen, will remain as firemen until promotion and normal attrition thin the ranks. No new firemen will be hired. Isn't it true, then, that insofar as CPR is concerned it's the eventual size of the brotherhood and not the individual welfare of the men now employed that will be affected by the elimination of firemen?

A. No, sir, that is not true. The concern—first, last, and always—of the officers and members of the brotherhood relates to their individual welfare, safety and efficiency, which redounds to the benefit of the employer, employee and public.

Q. In the CPR case, Mr. Gilbert, some five main points were raised as being duties which require the presence of the fireman —signal passing, lookout for safety purposes, mechanical assistance, relief of engineer and provision for future supply of engineers. The Royal Commission did not accept the brotherhood's position fully on any of these points. Now—are there any other arguments, besides those which were listed in Canada, for retaining the fireman here?

A. Well, let me put it this way. I have never talked with a practical railroad man who has actually had contact and worked in the railroad industry who agreed with the conclusions reached by the Royal Commission.

Q. In the CPR strike, Mr. Gilbert, reports differed on the support which the firemen got from the other brotherhoods. Generally, the press considered it very spotty. Do you feel you would have the backing of all the other crafts in the United States if this issue came up?

A. We feel as we did then—that every true trade unionist would support us.

Q. If we may, Mr. Gilbert, let's move to another important topic—the proposal for amalgamation of the two engine service organizations (BLF&E and Brotherhood of Locomotive Engineers). As I recall, it went to a vote in 1949 and was very decisively accepted by the firemen while it was being rejected by a two-to-one vote by the engineers.

A. Let's make that allegedly two-to-one.

Q. Early last year I believe you made another proposal in a letter to Mr. Brown [Guy L. Brown, grand chief of the BLE].

A. Yes, sir, February 11, 1957, I proposed that we sit down and discuss the matter.

(*Continued on page 22*)

ATLANTIC COAST LINE CALLS ON A D9

TO BUILD SPEED INTO ITS MAINLINE

When Atlantic Coast Line Railroad wanted to build speed into its mainline track near Halifax, N. C., it assigned one of its Caterpillar D9 Tractors to the job. This is becoming standard procedure among railroads. When a big, important off-track job requires action and high production, the biggest single-engine tractor of them all gets the call.

The D9 can do jobs quicker and more efficiently than any other tractor in the world. Its powerful turbocharged engine delivers 320 horsepower at the flywheel. And the 'dozer capacity is a whopping 20 tons.

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THE NO. 1
RAILROAD CONSTRUCTION
EQUIPMENT

"My hope is that an improvement will be experienced [in management-labor relations] before negotiations are started."

Q. What reply did you receive?

A. My attention was directed to an action that had been taken by one or more conventions of the BLE subsequent to 1949 and that was used, in my personal opinion, as a crutch to avoid further discussion.

Q. This was a BLE convention action ruling out affiliations?

A. I don't like to try to interpret the action of some other organization's convention, but I was advised that it was contemplated that no further discussion would be held or brought to the floor of the convention except by a 75 per cent action on the part of the delegates. You see, they have a limited representation and one individual may have more than one vote to cast. Based on my experience and conversation with members of that organization, with the exception of a few of their top officers with whom I talked including the Grand Chief, I would say that the overwhelming majority of the members and officers of their organization have a strong desire for amalgamation, notwithstanding the so-called convention action that is being referred to repeatedly.

Q. In your 1957 letter, you called the amalgamation issue an urgent one. Why?

A. There are many reasons. Every time we look around we find some of these large railroads are merging or discussing it. We know that none of them are contemplating an increase in jobs by virtue of their consolidation and we think the interest of enginemen and railroaders as a whole would dictate that the part of wisdom would be to consolidate the organizations.

Q. The two together would be stronger than the two separate?

A. That is not the only factor. It would be for economic reasons on the part of the members themselves. The major one, in my humble opinion, would be the discontinuance of the constant endeavors to invade the field of each other's jurisdiction. That has been in evidence for some 30 years now, and it isn't conducive to the best relationships. We realize that many times, in fact on most occasions, it is brought about as a result of the manifestation of a desire on the part of the members of either or both organizations on a particular property to have amalgamation. The BLF&E has the contract for all engine service employees on about 180 railroads in the United States and Canada.

Q. Engineers and firemen?

A. Yes, sir.

Q. Has there been any lessening of jurisdictional difficulty recently?

A. No, I would not say there has been any lessening. I have been associated with our organization now for more than 30 years and, if anything, I think it has been intensified. Since 1927, when the BLE withdrew from what we call the Chicago Joint Agreement, the jurisdictional controversies have arisen. From 1913 to 1927 we labored in closer harmony, and all the controversies that occured between the two organizations were disposed of on an amicable basis. That is not being done today.

We have to call on the National Mediation Board in disputes where we have a representative election, and there are very few in my recollection that didn't leave some scars. We do like to avoid that.

Q. Your next convention is in 1959?

A. It begins July 13, 1959, in St. Paul, Minnesota.

Q. The BLE's next convention, I believe, is not until 1961?

A. The one they were supposed to have either this year or next year, I believe, was postponed until sometime in the early 60's, I'm not sure what date.

Q. So it's unlikely that any formal action on amalgamation could be carried out before that time?

A. I would understand that, insofar as the BLE is concerned from the tenor of some of the letters I received from the

Grand Chief.

Q. And amalgamation, then, is not in the very near future.

A. Insofar as we are concerned, we have been ready and willing to carry out the desires of the majority of our members which was expressed by the vote. There are now a number of engineers actively engaged as such who were working as firemen at the time of the vote. Many of them are still members of our organization, although they may have changed from firing to running. We think the desire for amalgamation now in a large majority is the same as they manifested by their vote.

Q. From your standpoint, then, there would be no major disadvantages to a merger with the BLE?

A. Oh, no. No, I could not contemplate any disadvantages.

Q. It would be a good thing for both sides?

A. I think it would be a good thing for the railroads, as well as the enginemen.

Q. Reducing by one the number of brotherhoods with which to bargain?

A. It wasn't only in that sense that I have reference. I'm sure that they are faced with the same thing we are. We negotiate with the railroads to do better than our competitors and they are trying to do better than we. The railroads are caught in the middle of a situation where they should act without favoritism to either. I think it's the part of wisdom for the railroads to pursue that course, but it does create a problem, or rather a handicap.

Q. On this subject of relationships with other labor organizations: James R. Hoffa is reported working on a proposal for some form of confederation of all transport workers. Has any correspondence come to the firemen from Hoffa?

A. No, sir. I haven't had any communication from Mr. Hoffa.

Q. What is your reaction to the idea of a league including all transport employees?

A. I wouldn't undertake to form a preconceived idea about a proposition that I haven't been presented with.

Q. The AFL-CIO has taken action opposing affiliation of any AFL-CIO union with this proposed group?

A. Yes, I understand that is right and in light of that, as an affiliate of the AFL-CIO, we would not be in position to give consideration to any proposal.

Q. Mr. Gilbert, what would you say both labor and management could do to improve relations?

A. Well, there are a number of things and one that stands out in my mind at the moment you asked is this—when will those people who are responsible for the public relations between the railroads and their employees realize that they cannot go around this country creating publicity that is adverse to the welfare of their employees' organization? Anytime they start attacking an organization they are attacking their own employees because the organization is their employees. I think that policy has done more to dissipate what I have always thought should be in evidence, and that is good employer and employee relationship. In fact, I addressed the Association of Superintendents in Chicago a few years ago and that was the theme of my talk. The reason I think that way is the impression I first had when I got into the railroad game. I refer to the good feeling I had when any of the officers on the railroad recognized Ed Gilbert was a person and an individual on the railroad, not just a statistic, by saying "hello." I know that there has been some improvement in that particular relationship in the past thirty years but it stands well to be completely destroyed by the unwarranted attack upon the employees and their organizations that is now in evidence in the newspapers and publications throughout the United States and Canada. I feel very strongly that this is a very short-sighted policy on the part of everyone who is responsible for it.

Q. Doesn't this same warning also apply to publicity created by labor and adverse to the welfare of the company?

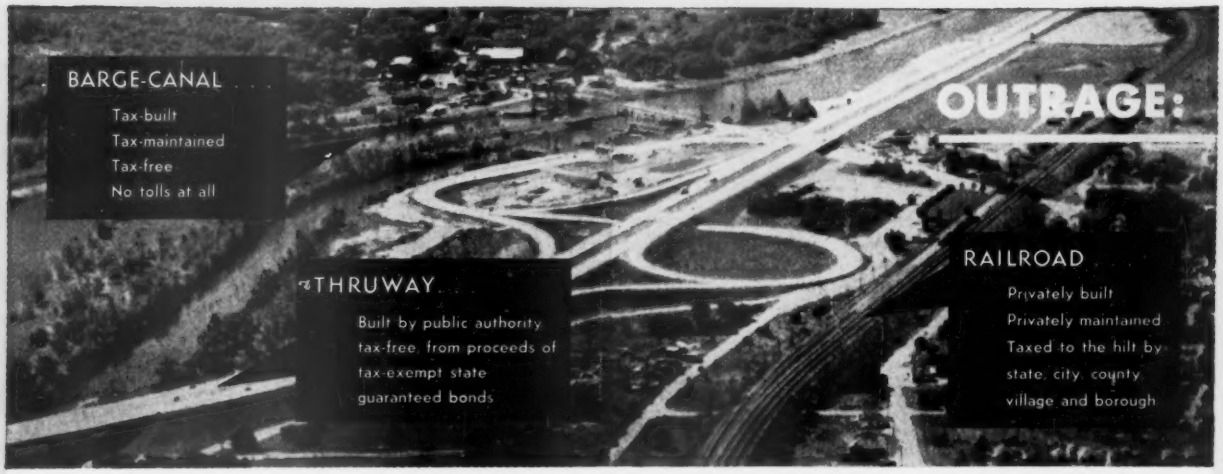
A. I recall a recent article in your own magazine where the writer said that the railroads believe now is the time to prepare the public mind for the fight against railroad labor in 1959. These may not be the exact words, but they represent the tenor of the article. One of the ruses used to mislead the public is to cite the "horrible example" as if it were a commonplace occurrence. Your question about the warning applying to labor would be appropriate only if our representatives indulged in half truths and misinformation, which we do not.

Q. As things shape up now, do you see any one big issue standing out in 1959 management-labor relations? As regards railway labor generally or the BLF&E particularly?

A. With the moratorium expiring in 1959, I believe there will be many issues before railway labor. I am confident reasonable and necessary requests will be filed upon the railroads and I am equally sure the railroads will have some ideas of their own to progress. My present concern relates to the deterioration of management-labor relations, as I mentioned previously. My hope is that an improvement will be experienced in this important relationship before negotiations are started.

Railway Age Comments on Mr. Gilbert's Views—p. 46

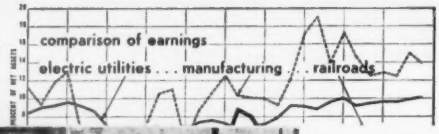
How do you dramatize



How would you like to run a railroad under conditions like these?

The Competition has been given every card in the deck.

No wonder railroad earnings are so low



Take a good look at the chart opposite. Consider the story it tells. Railroad earnings (percentage of return on net assets) contrast sharply with earnings of the manufacturing industry and electric utilities over the past 21 years. Electric utilities have never earned less than 5 per cent—even at the bottom of the Thirties depression; in recent years 9 per cent has been the earnings "floor." The manufacturing industry had its bottom-of-the-depression share of relatively meager earnings, yet during postwar years its earnings have never fallen below 11 per cent. In the same 31-year period, railroad earnings have averaged less than 4 per cent, utilities 8 per cent and manufacturing over 10 per cent.

An industry that earns less than 4 per cent has a tough time competing for available investment money with industries earning 8 or 10 per cent or more. Even the federal government is finding that out these days.

Why are railroad earnings so low? The picture above tells part of the story—how government financing of certain transport facilities injures railr
up almost any newspaper a
in taxpayer dollars are bein
ways, millions more for im
waterways. The rest of th
government regulation of
inland waterway traffic is
cent of truck traffic. Rail

Who's kidding whom...

...that trucks, cars, and buses could carry the full load

Trains have been, are, and must continue to be the
foundation on which America is built.

Everywhere, these days, the happy mantle of prosperity lies across the land. The nation's factories and farms take in vast stores of supplies and pour out goods in a fantastic river—a river that reaches into every city and hamlet. Yet every molecule of this output, every refrigerator, every lump of coal, every grain of wheat must be moved from where it's produced to where it can be used. Without modern transportation, this country could not prosper. No other area of the world depends on transportation as North America does.

It is not difficult to as
roads today. They alone
long-and-short-haul mass
from booming, safeguard
millions of jobs. Without
have no market in the
would soar in the west.
rocket in cost. Take a lo
ton of freight a mile co
rail, over three times the

The last war gave us a good look at the basic import
trains. With autos rationed, gasoline rationed, tires r
where would we have been without our trains?

Only railroads have the built-in capacity, the elasticity to expand swiftly, expertly and safely in wartime emergencies. Small wonder the industry still talks proudly of what it did in World War II. Unlike trucks, or airlines, or automobiles, or other transportation agencies, the nature of the railroads enabled them to accomplish a modern transportation miracle. Faced with the same shortages, the same restrictions in materials and manpower, they swelled their ton-mile output to vast pro-

portions. Look at the ex
their prewar volume of
times their pre-war passe
Without the railroads'
bility. America couldn't
tanks could not have w
wartime experience pro
stake in a strong and mo
try simply must keep its

Yet the railroads today are being choked to death b
and an archaic system of regulation established in th
If this strangulation of our "low cost mass transportat
continues, what will be the future of our cities, our h
our defense, our ability to compete for world market

What's happening to the railroads? Far from expanding, many of them are having to contract and retrench. There are today 40,000 fewer freight cars than just ten years ago, 7,000 fewer passenger cars than when World War II began. Trucks in service have declined by 15,000 miles since 1940. To put it bluntly, our railroads are having a tough time trying to hold

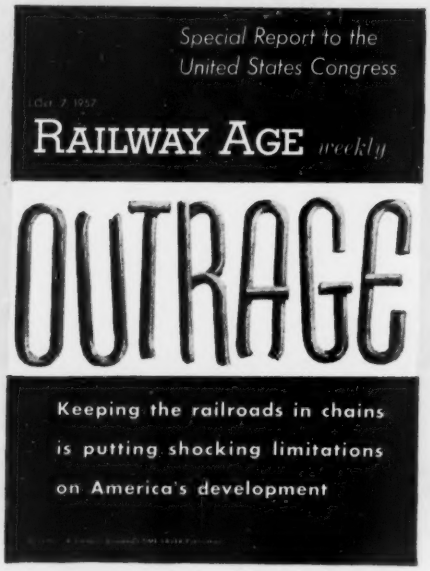
their own, to stay as big
An industry grows or it g
them, hold them back, k
competitive economy and
long. As railroads ride in
inattention and neglect, so
consumer, every citizen a

Just see how desperate the railroad situation

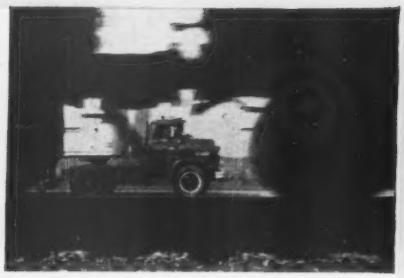
Ideas are our business

American Builder... Marine Engineering/Log... Railway Age...

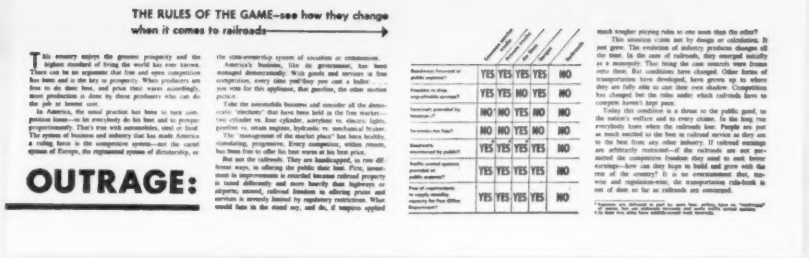
the railroad story?



Americans would see red if a team



had to compete as railroads do



SOME magazine articles put you to sleep. Others wake you up.

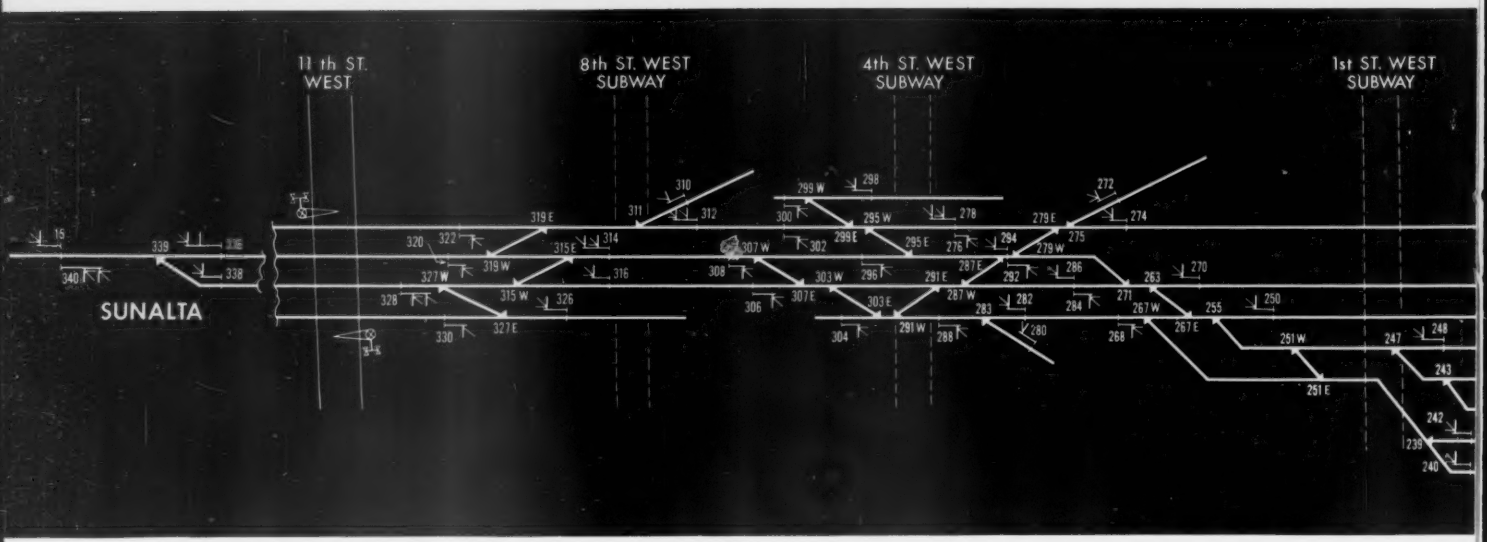
Railroad men say that if any one thing woke America up to the railroads' desperate need for attention, it was the OUTRAGE issue of Simmons-Boardman's *Railway Age*. Possibly it has been the most reprinted issue of a business magazine—over 300,000 copies.

What brought the railroad story to life? Ideas, really—picture ideas, headline ideas, research ideas, copy ideas, layout ideas . . .

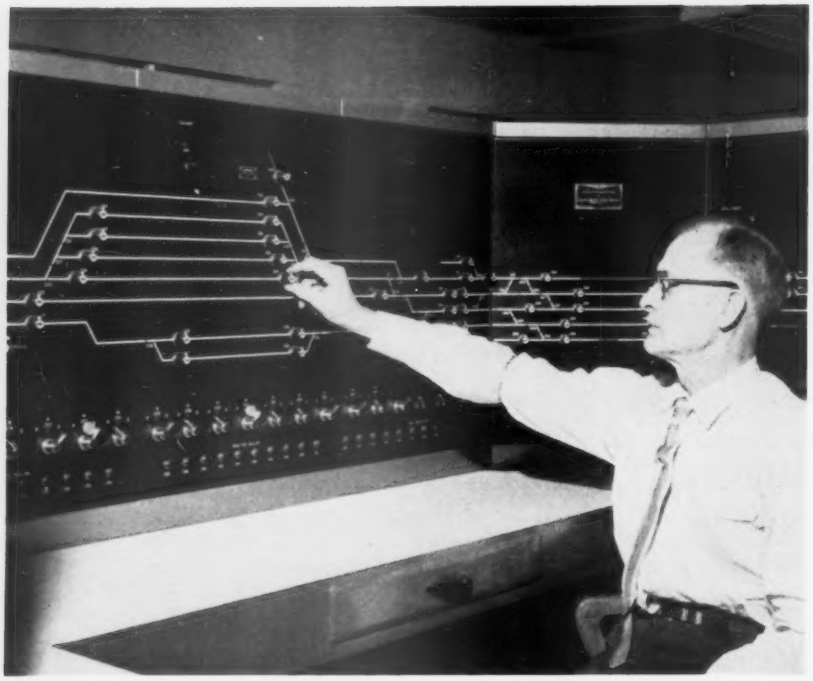
We live in a world of ideas. Magazines like our Railway Age are so full of editorial ideas that they make an extra good showplace for advertising ideas. *The reader is wide awake when he comes to your advertising.*

Simmons-Boardman Time-Saver Magazines 30 CHURCH ST., New York 7, N. Y.

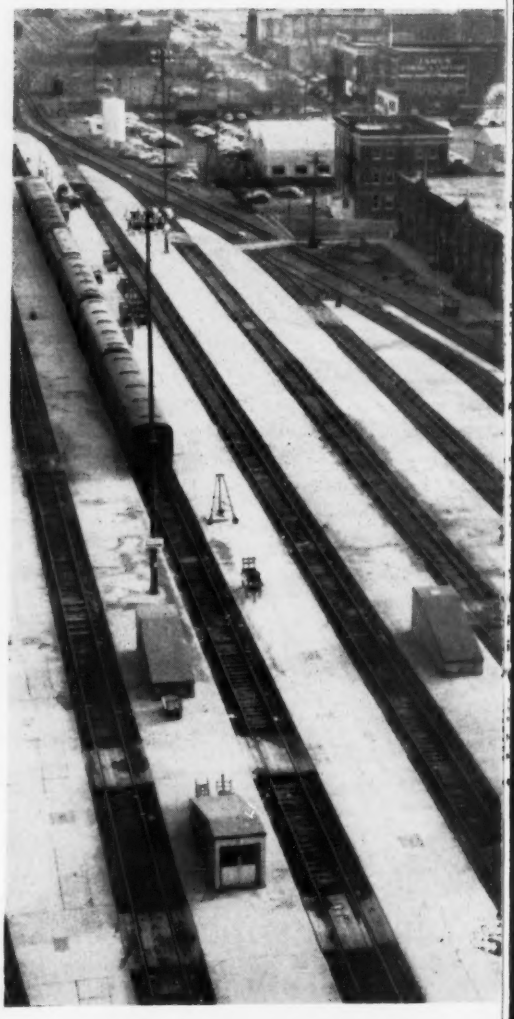
Locomotives and Cars...Track and Structures...Signaling and Communications...Purchases and Stores...Selecciones del Railway Age



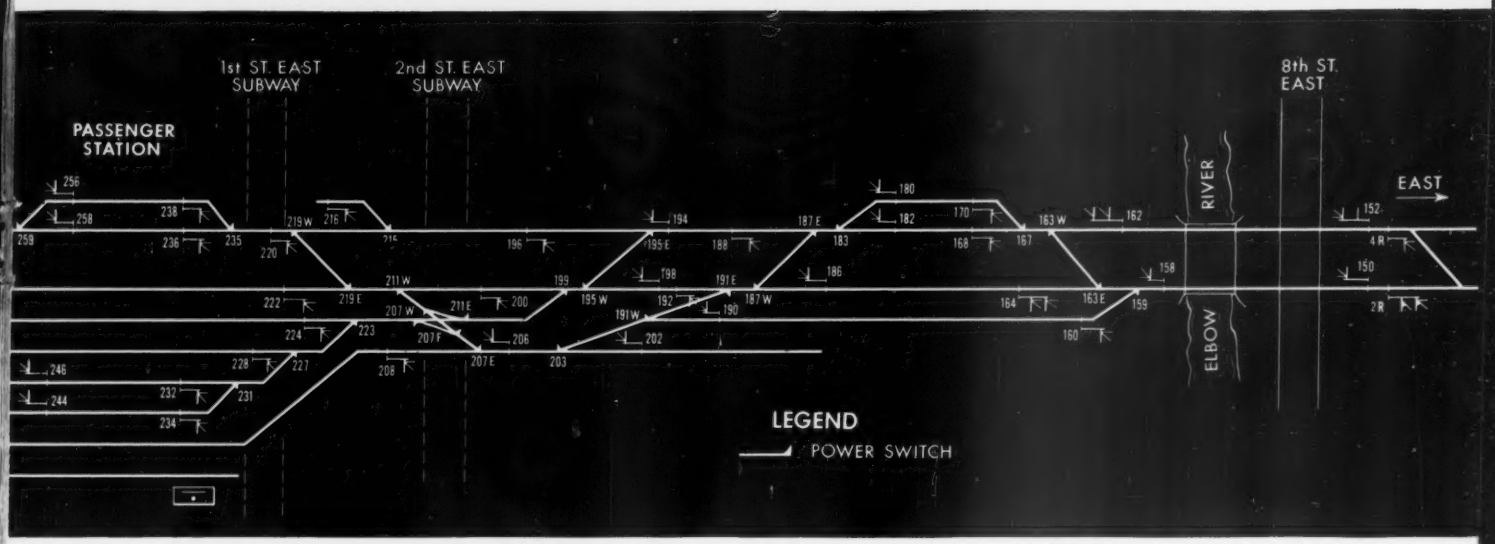
CPR Cuts Its Operating Expenses



SWITCHES AND SIGNALS in the CPR's Calgary terminal area are controlled from this panel-type control machine. "Push-turn" buttons are manipulated by operator to clear signals. Levers below the track diagram control the switches. Below these levers are "call-on" buttons for signals.



NEW, LONGER PLATFORMS were constructed at Calgary station as part of a modernization program. One track was removed to provide wider platforms between the remaining eight tracks. Floodlighting, diesel fueling facilities and a washer were installed.



with New Calgary Interlocking

At Calgary, Alberta, the Canadian Pacific has made extensive track changes and modernized its passenger terminal. The project required more than two years to complete and cost about $2,200,000. Involved were new tracks, station platforms, and an interlocking in an area two miles long through the passenger station.

The new interlocking has reduced operating expenses and resulted in more efficient handling of train and switching moves in the terminal area. The new plant consists of 66 home signals, 20 single switches, 19 crossovers and two double-slip switches in the two-mile area between 12th street east and Sunalta.

Old Interlockings Replaced

Previously, the switches at the east end of the former station tracks were included in a mechanical interlocking. The tower was at Second street east (see chart). This plant had 19 mechanical levers for switches, crossovers, and 16 signals. Switches at the west end of the previous station tracks were included in a mechanical interlocking at First street west. This plant included 24 mechanical levers for switches and 14 signals. A separate set of table levers, in this tower, controlled a power switch machine and three signals at Sunalta, which is the end of double track 1.5 miles west of the station. Except for the interlockings listed above, all the main track switches were hand-thrown.

As part of the new project, the two old mechanical interlocking machines were removed. New electric switch machines and new searchlight signals were installed and connected for control from a new GRS panel-type interlocking machine.

A Busy Interlocking

The new Calgary interlocking handles more than 150 line-ups daily. Calgary, a growing city of 220,000 population, is on the east-west main line of the Canadian Pacific. Five passenger and mail trains are operated each way daily in summer. Other CPR lines extend from Calgary north to Edmonton, and south to Lethbridge. Six to eight passenger trains to and from these lines are operated daily into and out of the interlocking. Numerous short switching moves are made to take off or add cars from some passenger trains while they are at the station.

Calgary is an important milling agricultural, cattle and oil center, as well as a distribution point for a large territory. Therefore, 50 to 75 switching line-ups are made through this interlocking every 24 hours.

Track Work Was a Big Job

To extend the length of the station tracks and platforms, the railroad bridge structures over three cross streets had to be widened. Now, six tracks cross First street east; five cross First street west, and four cross Second street east. Switches and crossovers are on some of these bridges.

To take out one set of tracks, and put in another entirely new set, required moving many carloads of dirt and gravel. Unstable fill susceptible to frost movement was removed. In some areas this silt was 5 to 6 ft deep. About 50,000 cu yd of the old fill was removed and an equal amount of new fill put in its place. Shifting and raising tracks, as well as new fill and 300 cars of new gravel ballast, involved the movement of 3,200 carloads.

The passenger tunnel under the tracks is 8 ft high, 18 ft wide, 200 ft long. Six stairways lead from the tunnel up to kiosks on passenger platforms between tracks 1-2, 3-4 and 5-6. There is a service tunnel (steam, water, gas) 7 ft in diameter and 220 ft long. Six miles of pipe were laid for steam, air, water and gas. Ready-mix concrete for the tunnels, stairways and platforms totaled about 7,000 cu yd.

Providing access to trains and temporary trackage when old tracks were coming out, but new ones were not yet in, cost $60,000.

Floodlamps, on four 80-ft steel poles, illuminate the station platforms at night. Each pole has 16 lamps, 12 rated at 1,500 watts and four at 1,000 watts. The illumination at platform level is about 15 lumens per square foot. About 5.5 miles of cable was laid for electrical power distribution.

New piping, outlet connections and meters, to supply fuel oil and water for diesel lomomotives, were constructed at each end of the new station track layouts. A power machine for washing car windows and sides was installed 1,100 ft west of the west end of the station tracks. Windows and glass roofs of dome cars are washed partly by machine and partly by hand.

Calgary Terminal Has Three Special Features (p. 29) ►

FOR TIE REPLACEMENT...

The Kershaw Tie Replacer Removing Old Tie

The Kershaw Track Crane Inserting New Tie

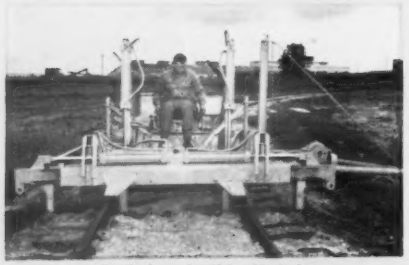
2 MACHINES, 5 JOBS

Now with the Kershaw Tie Replacer and Track Crane, old ties can be taken out, new ties inserted and new ties redistributed with only two machines and four men.

The Kershaw Tie Replacer (1) lifts the rail, (2) removes old tie, regardless of condition of tie or ballast, and (3) scarifies the tie bed. The new tie inserter attachment on the Track Crane then (4) inserts the new tie ready for spiking. The Track Crane then (5) redistributes ties along side of track. At no time during the entire operation has the track been raised.

On a recent test the two machines with only 4 men averaged replacing 58 ties per hour without humping track. For higher production at lower costs, try the Kershaw Tie Replacer and Track Crane.

For further information call or write



Tie Replacer Scarifying Tie Bed

Booster Is Used When Necessary To Start Ties in Cemented Ballast

Track Crane Redistributing Ties

KERSHAW
MANUFACTURING CO. INC
MONTGOMERY K **ALABAMA**

 (*Continued from page 27*)

Extensive Construction Undertaken

Previously, crosswalks from platforms to the station were at track level. A new tunnel with stairways up to the platforms makes it unnecessary for passengers to walk across the tracks. Trains need not be cut in two to permit passengers to cross tracks. The old platforms were too narrow and too short for present-day trains.

To increase platform width, the number of tracks was reduced from nine to eight. Tracks were respaced. The new concrete platforms are 16 ft wide, and are arranged so that, as each train stops, there is a "service" platform on one side, a "passenger" platform on the other. Station tracks were lengthened. For example, two tracks and platforms are now long enough for passenger trains of 24 cars with three-unit diesel locomotives. Other tracks are for trains ranging up to 12 cars. One track next to the station, 500 ft long, is for two-car self-propelled RDC trains. One separate main track for freight trains now extends through the station area. Extra switches and crossovers were installed to route trains to and from these tracks. All tracks are signaled for train movements both ways.

Dwarfs Throughout Area

A special feature of the CPR project is use of dwarf signals—rather than high signals—throughout the interlocking area. However, high signals, on masts, are used for the two home signals entering the area: westward signal 162 at Elbow and eastward signal 340 at Sunalta. Dwarfs have the advantage of locating each signal where required, to make most efficient use of each foot of track. Also, dwarfs eliminate signal bridges which would have been required for high signals. Dwarfs, located on station platforms, are protected by guard railings of iron pipe set in concrete.

All main tracks in the entire interlocking are signaled for train movements both ways. Seven of the home signals have two searchlight heads, so they can display better than a "Caution" aspect when proper to do so. This saves time for trains.

New Gates at Eleventh Street

As part of the improvements, Griswold electric crossing gates were installed at Eleventh street west, to replace wigwags. The gates are controlled automatically by track circuits on the two main tracks. On the two switching lead tracks, trains or switching moves must be stopped 60 ft short of the crossing at "Stop" signs. Then the leading wheels of the locomotive are moved up onto the end of a track circuit which extends across the width of the street, plus about 60 ft beyond in each direction. The train is stopped until the gates go down. The train or switching move can then pass over the highway crossing.

Special porcelain signs on posts beside the curbs of streets approaching this crossing, from each direction, prohibit parking automobiles or other vehicles that might obstruct the view of drivers when approaching the crossing. The signs read, "No stopping in this area any time." They are placed every 30 ft, for 100 ft in approach to the crossing.

Railroading After Hours with Jim Lyne

DINGERS—A CUSTOMER'S VIEW—General Traffic Manager U. E. McFarland of the Owens-Illinois Company says: "I always thought a dinger was a darn good-looking girl"—much too elegant a term to be used on a yardmaster. He has a point, but there are plenty of words for that kind of gal, and not so many for yardmaster.

There is a big difference in railroad terminology between North America and other English-speaking countries. For example, consider the "marshaling yards," which appeared so often in the news during War II. I'm not sure that there aren't a lot of Americans who know this British term better then they do our own. . .

Some high-brow newspaper pundits, who know more about Europe than they do of the U.S.A., persist in calling railroad coaches "carriages." If I'm correctly informed, the job known here as "crew-caller" in Britain is designated "knocker-up."

'SUPER-RAILROADS' IN SPANISH — Francisco L. Procel, one of the editors of the colorful employees' magazine "Ferronales," published by the National Railways of Mexico, visited our office recently and showed us some chapters of John Barriger's book on "Super-Railroads" that he has translated into Spanish. He has the translation in typewritten form—presumably for the information of some of the N. de M. staff. I hope arrangements can be made to have a Spanish edition published.

Railroaders everywhere, and not just those who read English, could do with a booster shot of enthusiasm for the railroads' possibilities, which "Super-Railroads" provides. We gave this kind of thinking some more fuel with our "Tomorrow's Railroad" report, last week.

The highway people got imaginative a number of years ago, and started picturing highway development in a manner to awaken the motoring public's imagination and enthusiasm. As a result, they now have the kind of highways that seemed only a fantastic dream ten years ago.

TOO MUCH QUAINTNESS?—Nobody enjoys railroad lore and reminiscence more than I do. I can "railroad" 'y the hour with anybody who'll join me—but I'm afraid it's a dangerous pastime, not one to be overindulged. There are too many people who get sentimental over railroading as it was in the old 4-4-0 days who wouldn't give the industry a nickel's worth of business today.

I have noticed a TV beer "commercial" which shows the product being hauled in some kind of Disney-ish train. That isn't the sort of picture of railroading that can be shown too often, I fear, without doing railroading a lot of commercial harm. Let's not turn our backs on a picturesque and romantic past. But, to stay in business profitably, it's surely a picture of present and future modernity that ought to be getting most of the emphasis. That's the way it seems to me, anyhow.

IN CANADA TOO—In the Hosmer report on the railroad passenger deficit, it was pointed out that —of $111 billion spent on highways in this country, 1921-56—only 44% was paid for by highway users. The balance came from other taxation. I've a note from Andrew Morin of Vancouver, B.C., giving figures which show that there's a deficit in user payments for Canada's highways too. In 1957, he says, collections from users totaled a little over $617 million and expenditures were $886 million.

B&O's SOUTH BRANCH SUBDIVISION leaves the main line at Green Spring, 9.1 miles from Cumberland Division headquarters at Cumberland, Md. The 51-mile agricultural branch is starting its second half century of service.

How One Branch Line Pays Off

Railroads were the first form of transportation able to move goods easily and quickly anywhere they needed to go. Because of this, many small towns built their own railroad connections to the trunk lines, hoping to share in the nation's growth. Some of the connections did grow, others failed. A lot are still around as branches. Is there a place for light-traffic branches in today's "super-railroad" concept? Here's an answer suggested by a close look at one branch operation.

"We have some branches that produce several hundred thousand dollars a month revenue, others that don't do as well. Our South Branch operation is an ordinary subdivision, paying its own way." This was Division Superintendent T. J. Klauenberg's comment when Railway Age asked him about branch line operations on the Baltimore & Ohio's Cumberland Division in general, and about the round-trip daily South Branch subdivision in particular.

Railway Age picked the B&O branch—a 50-year-old, 51-mile agricultural line serving three villages and outlying West Virginia farm communities in the Potomac's South Branch valley—for special study because its problems seemed representative of the great majority of branches today. It is freight only (and has been for long enough so that passenger losses don't affect its earning records). It is in a territory that is prosperous, but not booming. It handles shipments that are vulnerable to truck competition. Like many other branches, the commodities that now are its chief revenue sources are **not** those that were the main reason for its construction.

The South Branch subdivision was created in 1914 when operations of the Hampshire Southern RR from Romney to Petersburg, W. Va., were merged with the B&O's South Branch RR running from a main line junction at Green Spring, W. Va., to Romney. The Hampshire Southern, built in 1910, had 38 miles of line, 3 locomotives and 20 freight cars, costing $1,290,000. It had run at a loss ever since it was built, but there was a reasonable potential growth. (Freight business in 1911 brought in $40,000 revenue.) The valley of the South Branch was in a rich agricultural territory. Citizens of the three small cities—Romney, Moorefield and Petersburg—expected them to grow. In any case, the branch would feed a number of cars of outbound agricultural commodities to the B&O main line at Cumberland.

Outbound Business Dropped

Over the years, **outbound** agricultural business has dropped almost to nothing. Passenger business faded rapidly, and the road got permission to drop it in 1930. The once profitable lcl business also almost disappeared.

To take the place of the lost business, the road now handles a sizable inbound movement of agricultural supplies. Today, 85 per cent of the branch's business is inbound feed. Most of it is for the poultry raisers, an industry born in the valley during the depression. Besides feed, there is other inbound agricultural traffic: lumber, fertilizer, roofing, hardware, and other items farmers need. Although the outbound farm products are largely diverted to trucks, the farms are still important in the railroad traffic picture.

There are a few industries in the valley. One man makes and ships handmade split rail fences; a tannery produces some leather goods; there is some outbound pulpwood movement to paper mills. All of these originate some traffic. But business on the branch really depends on the market for poultry. When broiler prices are high, branch business is good. When broilers go down, so does revenue traffic.

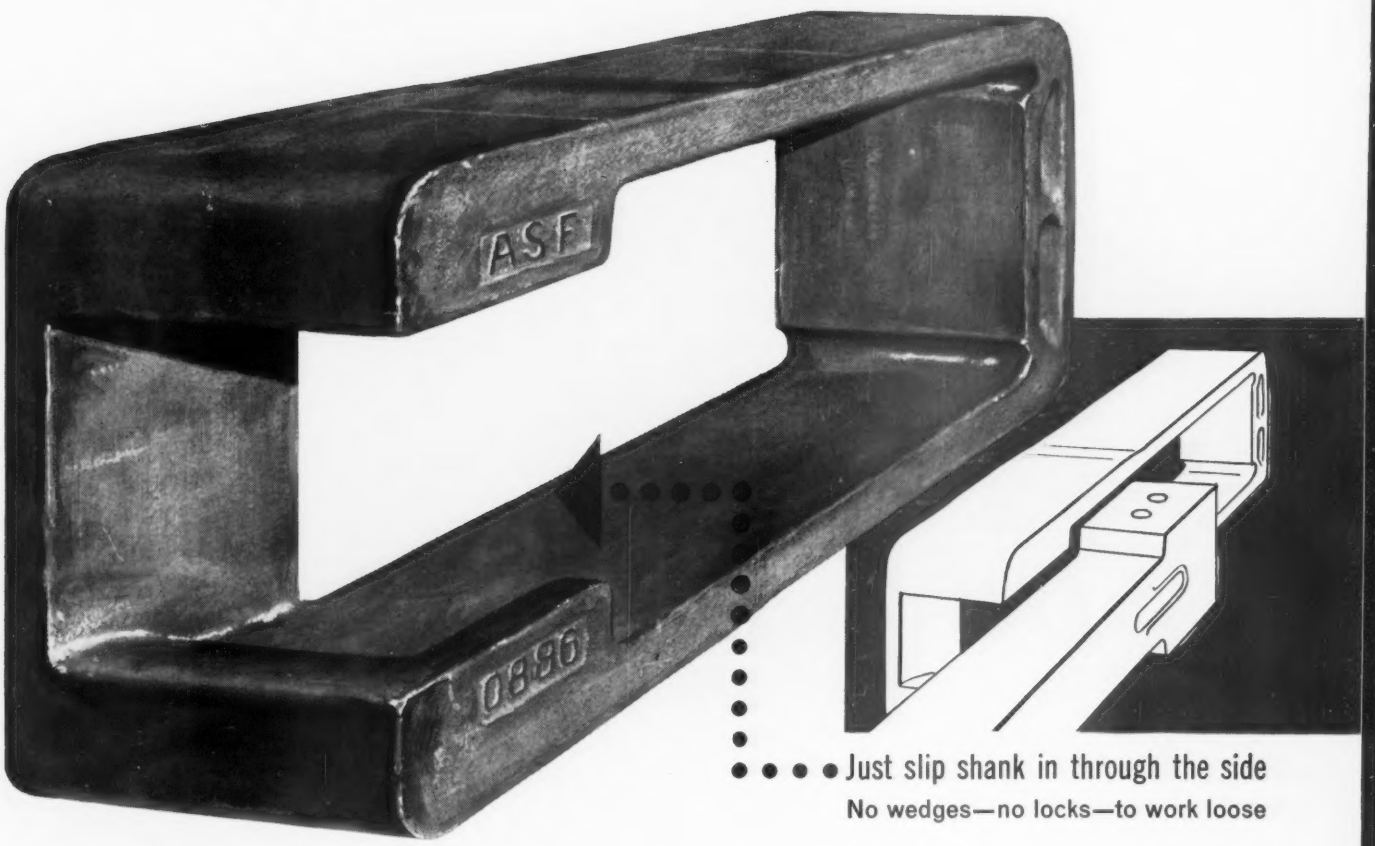
Traffic on the branch is daily except Sunday, a turnaround local that leaves Cumberland at 7 a.m. and returns from the 102-mile round trip in the late afternoon.

Normally, a 1,000-hp diesel switcher is assigned to move the 15- to 30-car consist, but a 1,750-hp road switcher may be used for heavier business on Mondays or days following holidays. Grades between Green Spring and Romney reach a maximum of 2.15 per cent. There are milder grades on the rest of the line. Before dieselization in 1945, light bridge ratings south of Romney required light steam motive power, while the 2 per cent grade north of Romney demanded heavy power. In steam days, two classes of engines were assigned with a change at Romney.

The branch has 19 men directly as-

(Continued on page 33)

NOW... an ASF one-piece keyless yoke*



Just slip shank in through the side
No wedges—no locks—to work loose

- ✔ A rugged, one-piece steel casting with a high margin of safety—fully meeting AAR strength standards.
- ✔ Now AAR Approved
  24⅝" pockets—AAR Certificate No. B95
  18½" pockets—AAR Certificate No. B96
- ✔ Simple in design—no wedges or locks, no parts to work loose.
- ✔ Quick, easy installation—just slip the coupler shank through side opening. No complicated assembly problem of forcing shank back far enough to insert wedge.

ASF

For the most practical replacement of riveted-type yokes . . . specify the

ONE-PIECE CAST STEEL YOKE

AMERICAN STEEL FOUNDRIES
Prudential Plaza, Chicago 1, Illinois
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*Patent Pending

now the famous one-piece Morton OPEN-GRIP running board gives you

the UNI-WING flange

Stronger

Fully AAR approved

The rugged, die-formed flanges of the *new* Morton **Open-GRIP** running board *aid* installation, *eliminate* welded brackets.

Withstands rough treatment without damage.

Still the famous **Open-GRIP** KASS safety features and rigid edge construction for strength where it's needed.

Morton MANUFACTURING COMPANY

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signed to its operations: 2 enginemen, 6 trainmen, 3 agents, and four track gangs of a foreman and section hand each. Engine crews operate on a mileage basis, and have an agreement that calls for crews to make the daily round trip. The trainmen have a different agreement. Two crews are assigned, one working one way each day.

No Special Techniques

"Do you have any special techniques for cutting expenses on the branch?" Railway Age asked Mr. Klauenberg. "Is there anything different about your maintenance policy, or service?"

The maintenance program has been no different from anywhere else, he said. The line was converted to diesel sooner than might otherwise have happened because it had the special operating problem created by the engine change at Romney. Other than that, there has been no special effort to economize more on the branch than on the main line.

None of the branch line agencies has been closed recently. As for service cuts, the customers insist on good service and get it. That's what the B&O counts on to keep business.

Back in the early spring, when railroad traffic suffered a serious decline, the B&O examined the possibility of curtailing service on this branch, as an economy move, just as it did on other branches over the entire system. The potential traffic, as well as the necessary service to hold the traffic, was considered, with the result that service was maintained daily except Sunday. Shippers have continued to use the rail service.

"The railroad service has been fine," says John Chapman, manager of Rocco Feed Mills of Moorefield. "We appreciate it." As an example of the kind of service he means, he mentions that his plant, one of several owned by the same company and operated under the same name in different locations, had had a car of bulk feed sent to another location through an error in the shipper's directions.

This could have meant serious difficulty for the Moorefield plant. If it had been forced to shut down temporarily, it might have had trouble supplying poultry raisers under contract to the feed mill. (Under the existing arrangement, the feed mills own the birds and supply the feed to the brooders who raise them under contract at a flat fee per bird.)

Mr. Chapman's problem was solved by two calls—one, to get more feed under way to the nearest B&O interchange, was to the milling company that had made the original error. The other call was to the office of Division Freight Agent L. W. Brown. The freight agent checked and found that a scheduled movement of coal empties to the interchange could handle a few additional cars. Result: four cars of feed delivered the next day, and another man who is satisfied that B&O service is well worth keeping.

B&O's manager of agricultural development, L. S. Hartley, was asked what the future prospects of the area were. His answer was that the future of the branch depended on the future of the poultry industry. As it stands, prospects look good. Poultry growers in the valley have room for considerable growth. The present average grower has a capacity of 3,200 birds, which he raises to a 3½-lb. size in nine weeks. Every pound of meat added to the broiler takes 2½ pounds of feed. If the average capacity of the growers could be raised to the 30,000-bird average of the other areas, as agricultural agencies are attempting to do, the demand for feed will go up, and with it the number of cars the railroad handles.

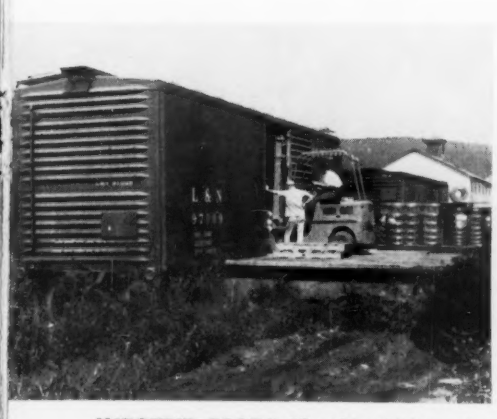
John Lough, B&O agricultural agent in the valley, points out the kind of progress that is possible. The most modern type of brooder house in Moorefield has a capacity of 15,000 birds. One man can handle four such houses, since feeding and watering is done automatically. If every farmer increased his capacity to the same extent, the feed movements would be 20 times larger than they now are. Mr. Lough thinks it might happen.

Service Is the Answer

The future of branch lines depends on service that provides the shippers with the goods they need, where and when they need them. This the B&O realizes. It also runs a mass transportation business. If branch lines can produce the kind of traffic which ties into that kind of operation, the road seeks to provide the service to attract the freight for which railroads are adapted.

For example, the South Branch valley is good orchard country. In the days of the Hampshire Southern, apples and peaches moved by rail in large volume. This has all gone to trucks since—because trucks can offer speed that ice-cooled refrigerator cars can't meet. But the B&O is trying to get some peach business back. The railroad has a talking point in mechanical refrigerator cars that can cool fresh peaches en route from orchard to market. Such cars also eliminate the expensive job of cooling the peaches in ice-water before shipment to a distant market.

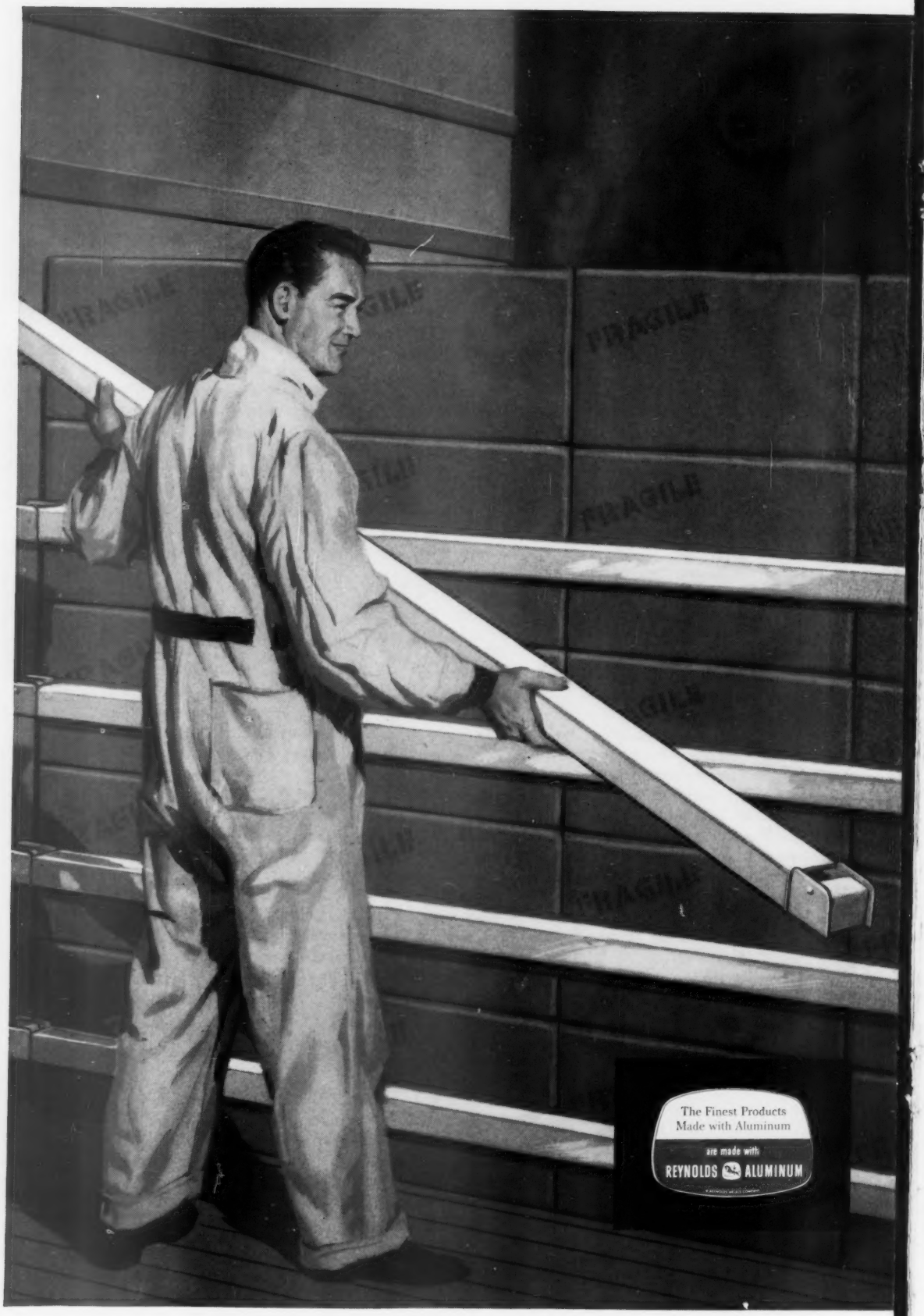
What this all adds up to, people who are close to the operation feel, is a continuing future for branch-line operations that pay their own way.



INBOUND GOODS, like this chicken wire being unloaded for a Petersburg hardware store, are also related to the agricultural economy that dominates the region.

DIESEL POWER has been used on the South Branch subdivision since 1945. Previously, an engine change at Romney was required.

SWITCHING MOVEMENTS like these at the end of the line at Petersburg, W.Va., account for most of the operation. Train crews operate in turnaround service.


FRAGILE
FRAGILE
FRAGILE
The Finest Products
Made with Aluminum
are made with
REYNOLDS ALUMINUM

New "one-man"

ALUMINUM CROSSMEMBERS

...weigh 30% less...save loading time, work

Strong, lightweight, rustfree, crossmembers made with Reynolds Aluminum cut costs for shippers and for railroads by cutting deadweight, loading time and maintenance, and by protecting freight. These rugged crossmembers weigh just 47 pounds, compared with 68 pounds for standard wood and steel types.

This means, of course, less deadweight in the car. But it also means less loading labor: one man can handle an aluminum bar easily; two men are usually needed for the ordinary crossmember. Loading is faster, too.

Aluminum crossmembers are clean. They won't rust—ever, won't stain freight, won't splinter, never need painting.

And with all their maintenance-cutting and weight-saving features, these new aluminum crossmembers are *tough*, as strong as any standard beam now in use. They'll take the heaviest loads, and the roughest handling.

All things considered, the new aluminum crossmembers made with Reynolds Aluminum can easily pay for themselves—more than once—in the savings they provide in labor, loading time, deadweight, and maintenance.

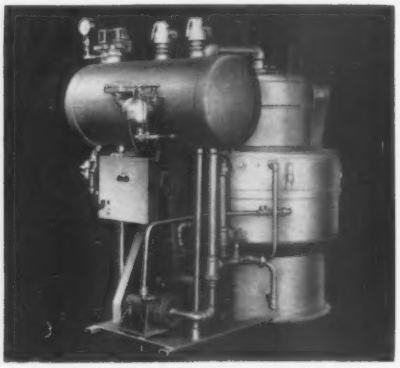
Get detailed information on the new aluminum crossmembers, and on the advantages of aluminum for other railroad uses: refrigerator car doors, floors and floor racks, baggage car and box car doors, car roofs, crossbuck and operating signs and signal cable. Call your local Reynolds office or write *Reynolds Metals Company, Box 2346-TM, Richmond 18, Virginia.*

REYNOLDS ALUMINUM

BOARD TO PROGRESS P R I MEMBER

Watch Reynolds new TV shows—"WALT DISNEY PRESENTS"—and "ALL-STAR GOLF"—every week on ABC-TV.

New Products Report



Steam Generators

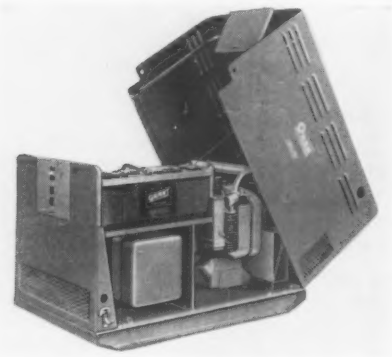
A complete series of water tube boilers, known as the Vapor Drum Modulatic line, has heating surfaces designed for maximum output in minimum space. Only 100 to 175 lb per sq ft of support is required. Units are completely automatic, explosion-proof and require no chimney—merely an outlet for gases. The line is available in a range of sizes from 20 hp to 150 hp and can deliver low pressure steam at 0 to 15 psi, or high pressure steam at 5 to 150 psi. *Vapor Heating Corp., Dept. RA, 6420 W. Howard St., Chicago 31.*

Sleeve-Type Journal Bearing

Allison Kar-Go sealed journal bearing has been redesigned so it can be used on roller bearing axles. The new unit also will fit AAR approved integral side frames modified for roller bearing applications. Other changes include redesign of the malleable iron housing to include the wedge. The cover has a larger oil filler plug for better filling and easier oil-level inspection. The original bearing has operated 75 million miles on 38 railroads. *Allison Div., General Motors Corp., Dept. RA, Indianapolis, Ind.*

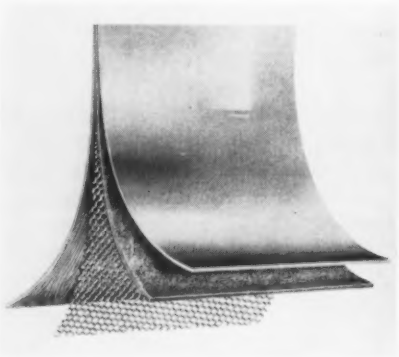
Lubricator Pad

The new Magnus lubricator pad, which features three-way wicking, large oil capacity, and one-piece twin-lobe construction, has been approved by the AAR Mechanical Division for interchange test installations. The pad is a one-piece unit consisting of two elliptical spring cores around which is wrapped a 5/16-in.-thick felt inner liner covered with a tufted cotton fabric. Each lobe of the pad is laced with eight perpendicular candle wicks surrounding a polyurethene center core. Both ends are covered with heavy bolting cloth. Webbing loop handles at the center of either end and at each corner aid in removal. Three firmly connected flat steel springs in each lobe maintain constant and correct pressure on the journal. They are secured to the underside of the felt and cover and are riveted to spring steel spacer strips. Each pad is 6 in. by 11 in. and holds up to 5.9 pt of oil, depending on the size required by axle capacity. There are two wear surfaces. After operation through one repack period and reclamation, the pad may be reapplied with the clean unused side in contact with the journal. *Magnus Metal Corp., Subsidiary National Lead Co., Dept. RA, 111 Broadway, New York 6.*



Protective Housings

Housings for standby generating equipment are now available. Vacu-Flo equipped power plants have a compact, lightweight unit for protection against the elements. Features include shock mounting on welded steel skid; reinforced sheet metal housing that is hinged to skid, and opens clamwise until stopped by check chain; air intake and exhaust vents; two trunk latches to secure closed housing; lifting handle; and U-bolt arrangement to permit padlocking. *D. W. Onan & Sons, Inc., Dept. RA, Minneapolis 14, Minn.*



Laminated Panels

Mortonbond, a sandwich panel material, consists of a core of any of a wide variety of materials such as paper or aluminum honeycomb or rigid foams, bonded to any skin such as steel, stainless steel or aluminum. Mortonbond panel construction provides excellent strength-to-weight ratio and extreme flatness. The flexibility of the manufacturer's press equipment allows fabrication of a variety of sizes of panels including oversize sections. *Morton Manufacturing Company, Dept. RA, 5125 West Lake St., Chicago 44.*

Protective Compound

ALCONOL-400 can be applied by dip, spray or brush to protect electrical or mechanical equipment in storage, during shipment or in operation. It is said to clean and remove deposits of moisture, grease, dirt, and deposit a protective micro film which is highly resistant to corrosion and moisture. Quick drying and non toxic, the film is stable at 600 deg and will not crack or become brittle at minus 40 deg. It has no flash or fire point and is non-toxic. *Al-Con Chemical Co., Dept. RA, Box 8168, New Orleans 22.*

'Substantially Better' 1959 Seen

AAR estimates now put railroad net income for 1958 at $500 million. But the upturn is already here and the outlook for 1959 is good.

Railroad earnings now seem to be headed for their lowest point since 1949 —but next year, says AAR Economist Burton Behling, promises to be "better . . . perhaps substantially better."

Dr. Behling told the Railway Tie Association in Memphis, Tenn., last week that Class I railroad net income for 1958 is now estimated at $500 million. This would be the lowest net since 1949, when earnings dipped to slightly more than $438 million.

Earlier AAR estimates put 1958 net income at between $600 million and $700 million (RA, Jan. 13, p. 17; May 5, p. 10).

"Despite retrenchment of expenditures," Dr. Behling said, "the net operating income of the Class I railroads in the first eight months of 1958 was 36 per cent lower than in the same period of 1957, and for the 12 months ended August 31, 1958, the rate of return on net investment was only 2.5 per cent.

"Allowing for some improvement in the latter part of the year, it is estimated that the net railway operating income may be about $675 million for all of 1958, as compared with $922 million in 1957 and $1,068 million in 1956.

"The preliminary estimate of net income after fixed charges, including approximately $50 million of retroactive mail pay, is roughly $500 million, as compared with $737 million in 1957 and $876 million in 1956. Owing to the financial stringencies imposed by these reduced earnings, the capital expenditures of the railroads this year will be not much over $700 million, or a little more than half the 1957 total."

His prediction for the immediate future:

"It seems likely at present view that 1959 will be better than 1958, perhaps substantially better. Freight traffic has been picking up gradually since mid-year and for the remainder of this year and the first part of the next comparisons will be made with the sharply downward phase of the recent recession."

While a general economic recovery now seems to be under way, Dr. Behling said, the railroads are left with basic problems that "did not originate in the recent recession," therefore won't be solved by economic recovery alone. He singled out "the adverse effects of governmental policies favoring the railroads' competitors and the inflationary spiral of costs and prices."

Dr. Behling said that "in our governmental transportation policies — federal, state, and local—we have been extremely slow to recognize the economic distortions and competitive inequalities in this [favoritism] and the unnecessary burdens that are cast upon general taxpayers. . . We should by this time have come to realize that simply because such facilities as highways, airways and airports are in the public sector of the economy ought not to absolve the direct users of such facilities from the responsibility of paying for them in fully compensatory user charges."

Dr. Behling pointed to "the persistent inflationary trend of costs and prices that has been occurring and threatens to continue indefinitely—the now familiar wage-price spiral.

"By steadily sapping their financial strength and reducing the worth of their revenues and earnings, inflation has made the railroads all the more vulnerable to recessions when they have occurred, as in the past year . . .

"In short," he said, "the railroads have not under these and other unfavorable conditions been able to share in the general prosperity of the postwar period as progressive cost increases not fully compensated by rate and revenue increases have eaten away the gains of greater efficiency resulting from technological and operating improvements."

Meanwhile, a rosier view of the railroads' economic situation came from G. E. Leighty, chairman of the Railway Labor Executives' Association. In a statement strongly defending the eight-cents-an-hour automatic wage increase for railway workers that became effective Nov. 1, Mr. Leighty declared:

"The financial situation of the railroads is as strong as that of any other public utility. Recovery from the general economic recession which affected the entire economy has been rapid insofar as the railroads are concerned."

Lackawanna's Shoemaker Wary of Railroad Subsidies

P. M. Shoemaker, president of the Lackawanna, thinks government aid might create more problems for the railroads than it would solve.

"With the possible exception of commutation, where we have an impossible problem of government requirements in the face of government-regulated income," he told the New York Quill Club, "I have difficulty in coming to the belief that government support is in the ultimate best interests of the industry or the public.

"Subsidy impairs initiative, stifles economic progress and encourages governmental interference in management. . . I am convinced that the preferable method . . . is to intelligently recognize the causes of some of the railroad difficulties, face them and correct them, difficult politically though that may be."

The End of the Recession?

Bright spots are beginning to appear in railroad financial reports that would seem to indicate that the end of the recession may be in sight for the carriers.

September earnings climbed substantially for many roads. Reason; the six-week rise in carloadings, recession-inspired operating economies.

For most roads, earnings were above the August figures; for many, they surpassed the nets recorded in September of 1957.

Some roads—like the Milwaukee—had glowing stories to tell. For that line, September freight revenue ($20,485,901) was the highest for any September in the road's history.

Among the roads reporting in the black for September were: Boston & Maine; Canadian Pacific; Central of Georgia; Chicago & Eastern Illinois; Chicago, Rock Island & Pacific; Denver & Rio Grande Western; Gulf, Mobile & Ohio; Long Island; Louisville & Nashville; Milwaukee; Missouri Pacific; New Haven, New York Central; New York, Chicago & St. Louis; Norfolk & Western; Pennsylvania; Pittsburgh & West Virginia; Reading; Rutland; St. Louis-San Francisco; Seaboard Air Line; Southern; Southern Pacific; Virginian; Western Pacific.

Underpass Requires Shifting PRR Main Line

At Metuchen, N. J., it became necessary for a city street to cross Pennsylvania Railroad's four-track main line. Engineers agreed that the cheapest and quickest way to build the new underpass would be to build a bridge beside the track, then move the railroad to the bridge so as not to interfere with New York-Philadelphia mainline traffic. Construction began in April, was finished last week when operations ended on old track 1, above right. Operations have now been entirely switched to the new location, shown at left with a three-car local on new track 3 crossing the new underpass.

Home-Grown Ideas Help Milwaukee

The ingenuity of its own employees is playing an important role in the development of new methods and procedures on the Milwaukee. President William J. Quinn outlined these home-grown ideas, among others:

- Milwaukee electrical engineers developed a suitcase-size box which, in effect, converts the main generator of a diesel unit to a source of power for welding or cutting. Emergency repairs to flat wheels, for example, can now be made on location, without waiting for a welding outfit to be moved in by truck or rail.
- The road came up with a portable infrared device that simplifies and speeds the drying of traction motor field coils and a mandrel which permits regrinding of traction motor nose bearings in one-quarter the time formerly needed.
- A 1,500-ft power belt and gravity roller conveyor system has been installed in the stores department, along with an intercom system connecting the various supply stations. The installation cost about $42,000, but savings in payroll were enough to pay for it in a year. In addition, the road benefited through improved service to the shops and to on-line storehouses.
- A retired electrical engineer developed a control system which permits Milwaukee to run an electric locomotive in tandem with a diesel unit. In use in the road's electrified territory, the system allows the addition of 800 tons (16 cars) over four ranges of the Rocky Mountains and cuts the running time for the 440 miles by three hours.
- Over the last few months, the road has taken 100 14-year old, 50-ft box cars into the shops and rebuilt them into specialized equipment. Milwaukee installed steel floor plates and new rubber and friction draft gear, gave the cars a new paint scheme (red with a full-length yellow stripe) and then sent them out to be fitted with Evans or Pacific Car & Foundry damage-reducing devices. The cars, before upgrading, were worth about $3,000 each. Rebuilding costs are about $4,500 per car. Thus Milwaukee has acquired 100 specialized cars for about $6,000 less per car than the cost of new equipment.

Water Carriers Fight 'Full Cost' Rail Rates

What the Illinois Central defends as full-cost rates have been assailed by competing water carriers as proposals based on a "warped" interpretation of the Transportation Act of 1958.

The proposed rates would apply on paper moving from St. Francisville, La., to Chicago. The paper will be produced in a new mill which is scheduled to open March 1, 1959. IC proposes a single-car rate of $7.42 per ton, minimum 80,000 lb, and a multiple-car rate of $6.72 per ton, applicable on shipments of 1,100,000 lb or more. The present single-car rate is $20 per ton, minimum 36,000 lb.

IC figures indicate that the cost of shipping by rail under the proposed rates would be 115% of the cost of shipping over the competing water lines. Its figures also show that its fully-distributed costs would be $6.70 per ton for the carload service and $6.35 for the multiple-car service. The competing water carriers claim that the proposed railroad rates would yield only about 68% of full costs.

'Not Comparable'

RLEA's Accident Figures Found to Be Ill-Matched

Employee accident figures which the ICC's staff considers not comparable have nevertheless been compared by the Railway Labor Executives Association.

The comparison was made in an RLEA statement issued by the chairman of its recently-created committee on safety—Harry See, vice-president and national legislative representative of the Brotherhood of Railroad Trainmen. The statement said the August figures on employee injuries "show, for the seventh consecutive month, a major increase over the same period last year."

The cited figures are based on railroad reports to the ICC and are compiled by the commission's Bureau of Transport Economics and Statistics. Two changes in the reporting rules became effective in 1957—one on Jan. 1 and the other on Sept. 1. The idea was to confine reportable employee casualties to those suffered in connection with train operations.

The effect of the Jan. 1, 1957, revision was to reduce quite substantially the number of reportable accidents. The Sept. 1, 1957, revision brought the reporting rules back part way, but not all the way, to the pre-1957 basis. Since accidents of this year's first eight months were reported under the rules which became effective Sept. 1, 1957, they are not comparable with those of 1957's first eight months which were reported under the Jan. 1, 1957, rules.

That this is the view of the ICC bureau is indicated by the fact that its monthly statements have made no comparisons with the previous year since the end of 1956. Comparability was restored only with the September figures, the first month for which reports for this year and last were on the same basis. It was stated at the ICC bureau that the monthly statements will perhaps not resume their comparisons with the previous year until next January. That's because there are still no comparable cumulative figures for 1958 and 1957.

Mr. See related the showing of his accident-figure comparisons to the decrease in railroad employment between 1957 and 1958. He charged railroad management with "failure to properly maintain equipment, railway and structures."

MARKET OUTLOOK *at a glance*

Carloadings Slip 3.1% Below Previous Week's

Loadings of revenue freight in the week ended Oct. 25 totaled 674,264 cars, the Association of American Railroads announced on Oct. 30. This was a decrease of 21,504 cars, or 3.1% compared with the previous week; a decrease of 29,424 cars, or 4.2%, compared with the corresponding week last year; and a decrease of 142,539 cars, or 17.5%, compared with the equivalent 1956 week.

Loadings of revenue freight for the week ended October 18 totaled 695,768 cars; the summary, compiled by the Car Service Division, AAR follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, October 18

District	1958	1957	1956
Eastern	96,546	108,648	130,688
Allegheny	116,428	136,535	156,471
Pocahontas	52,237	61,817	67,391
Southern	123,523	124,624	133,222
Northwestern	109,624	117,031	139,431
Central Western	141,026	126,875	141,057
Southwestern	56,384	51,282	60,481
Total Western Districts	307,034	295,188	340,969
Total All Roads	695,768	726,812	828,741
Commodities:			
Grain and grain products	69,700	51,260	56,406
Livestock	13,549	13,468	15,333
Coal	119,336	135,147	148,819
Coke	7,769	9,861	12,096
Forest Products	41,839	38,362	45,672
Ore	53,878	68,827	87,752
Merchandise l.c.l.	46,830	54,372	61,886
Miscellaneous	342,867	355,515	400,777
October 18	695,768	726,812	828,741
October 11	686,138	741,520	823,207
October 4	677,016	747,647	815,193
September 27	672,924	739,266	831,648
September 20	667,277	724,934	822,436
Cumulative total, 42 weeks	24,211,143	29,352,217	30,647,271

IN CANADA. — Carloadings for the seven-day period ended October 14 totaled 72,827 cars, compared with 82,819 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
October 14, 1958	72,827	23,914
October 14, 1957	76,163	26,981
Cumulative Totals:		
October 14, 1958	2,971,250	1,110,082
October 14, 1957	3,205,806	1,302,534

New Equipment

LOCOMOTIVES

► *Illinois Central.*—Ordered 20 1750-hp diesel-electric road switchers from Electro-Motive Division for delivery in December.

PASSENGER-TRAIN CARS

► *New York Transit Authority.*—Announced it will order 110 subway cars and 20 sets of Adirondack trucks from ACF Industries, Inc. Total cost: $11,726,550. The cars will have Axiflo ventilating systems and truss plate floors.

FREIGHT-TRAIN CARS

► *Minneapolis & St. Louis.*—Ordered 20 70-ton covered hoppers from Pullman-Standard. Delivery is scheduled for November.

► *Orders Decrease.*—September orders for new freight cars amounted to 1,582, compared with 1,773 for August. September 1957 orders totaled 3,162. Deliveries in September totaled 2,131, compared with 2,151 in August and 8,450 in September 1957. The backlog of cars on order and undelivered as of Oct. 1 totaled 24,982, compared with 25,611 on Sept. 1 and 71,981 a year ago.

	Ordered September, 1958	*Delivered September, 1958*	*Undelivered October 1, 1958*
Box—Plain	1,000	823	7,987
" —Auto	0	81	510
Flat	300	60	2,529
Gondola	100	173	3,125
Hopper	0	353	8,152
Cov. Hopper	10	222	926
Refrigerator	50	121	666
Stock	0	0	0
Tank	122	251	1,067
Caboose	0	4	18
Other	0	43	2
Total	1,582	2,131	24,982
Car Builders	1,540	988	4,679
Railroad Shops	42	1,143	20,303

New Facilities

► *Canadian National.*—Will construct a new retarder classification yard at Moncton, N.B. A $1.3-million order has been placed with General Railway Signal Company for Class-Matic retarder and automatic switching control. Construction of this yard has just begun and is to be completed by 1960.

► *New York Transit Authority.*—Placed a $4 million order with General Railway Signal Company for the rehabilitation of block signaling and interlocking on the Broadway Line of the BMT Division, between Whitehall street and Lexington avenue.

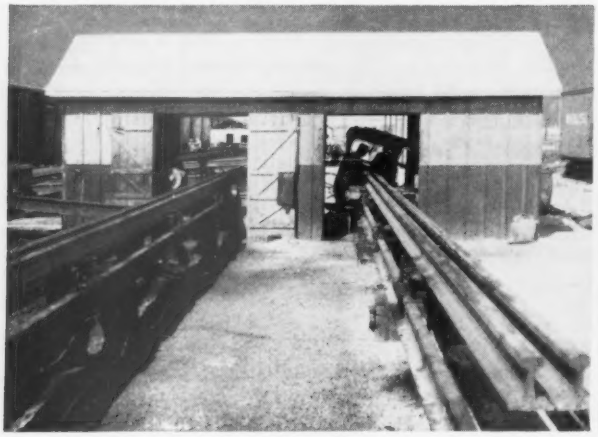
► *Texas & New Orleans*—Applied for ICC approval of proposed replacement of manually operated interlocking, No. 38, at Galveston, Tex., with automatic interlocking, at crossings of industry lead track of the Houston division of the T&NO with main track and side track of the Gulf division of the Gulf, Colorado & Santa Fe, and main track and two side tracks of the Galveston, Houston & Henderson.

a RAILWAY AGE time-saver page

LINDE . . . . . .

From fast weld making to rail laying RIBBONRAIL Service is a swift, efficient operation . . . reducing installation and maintenance costs.

General view of Wabash's dual rail welding setup. Here a double line of rails enters rail-end preparation shed. ▼



Here, rail ends are cut and cleaned prior to welding. Single saw speeds operation by preparing 4 ends simultaneously. ▼

. . . your partner in Railroad Progress

HOW WABASH SAVES WITH "RIBBONRAIL" SERVICE

Progressive railroads throughout the nation are reducing track and rolling stock maintenance with LINDE'S RIBBONRAIL Service. The Wabash, for example, started its RIBBONRAIL program in 1948 with a 2-mile test section of 115 lb. continuous welded rail. Maintenance records on this test section proved emphatically the economy of continuous welded rail.

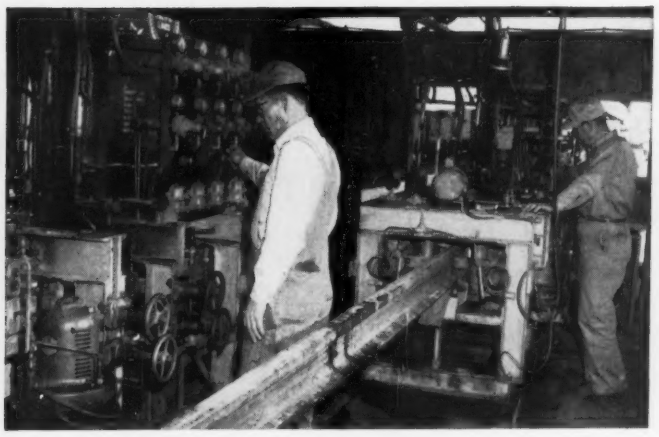
DUAL WELDING SETUP SLASHES COSTS! Today, the Wabash gets even greater efficiency from its RIBBONRAIL program by operating a *dual* welding unit at the Moberly, Missouri rail welding site. The unit consists of a saw for rail end preparation, twin welding and normalizing machines, and grinding equipment. In 1957, it produced 5,860 welds at an average speed of 3.9 minutes per completed weld . . . and reached peak rates as high as one weld every 3 minutes!

The Wabash states that the increased speed and efficiency of the dual setup cut total cost per weld *to as low as $5.47!* This covers costs for all materials and labor—from storage pile to flat car. Material costs alone for bolted joints would have been *double.*

The history of LINDE'S RIBBONRAIL Service is one of greater operating efficiency and lower weld cost. That is why it's the trend in modern railroading . . . and why more and more railroads look to LINDE, leader in continuous rail welding.

Plan your RIBBONRAIL Service Program now. Call your nearby LINDE representative today or write: Railroad Department, LINDE COMPANY, Division of Union Carbide Corporation, 30 East 42nd Street, New York 17, N. Y. Offices in principal cities. *In Canada:* Linde Company, Division of Union Carbide Canada Limited.

Close-up of twin welding machines where rails are oxy-acetylene pressure-welded at 2550 deg. F. Normalizing, grinding, and weld testing complete the operation. ▼



RAILROAD DEPARTMENT

Linde
TRADE-MARK

UNION CARBIDE

"Linde" and "Union Carbide" are registered trade-marks and "Ribbonrail" is a service mark of Union Carbide Corporation.

People in the News

John E. Timberlake III
NYC

Mellville W. Page
REA

ATLANTIC COAST LINE.—W. L. Dixson, personnel assistant, Wilmington, N. C., retired Nov. 1.

ASSOCIATION OF AMERICAN RAILROADS.— John N. Ragsdale promoted from assistant advertising manager to advertising manager, public relations department, Washington, D. C., succeeding **Herbert F. McLaury,** who retired Oct. 31.

CANADIAN PACIFIC.—G. W. Miller named general superintendent, Ontario district, Toronto, succeeding **A. A. McGregor,** appointed manager of labor relations, Montreal. **T. W. Creighton,** assistant regional engineer, Eastern region, Toronto, succeeds Mr. Miller as regional engineer, maintenance of way, at that point. **N. B. Roberts,** Algoma district engineer, North Bay, Ont., succeeds Mr. Creighton. **John Ramage,** assistant superintendent, Brandon, Man., appointed labor relations assistant, Montreal.

CHARLESTON & WESTERN CAROLINA.—L. C. Walsh, purchasing agent, **Atlantic Coast Line,** Wilmington, N. C., appointed also purchasing agent of the C&WC, succeeding **George L. Mitchell,** retired.

CHICAGO & WESTERN INDIANA—BELT OF CHICAGO.—A. B. Hillman, Jr., engineer, maintenance of way, Chicago, appointed assistant chief engineer. Mr. Hillman retains responsibility for maintenance of way and structures. Duties of **W. D. Chapel,** assistant engineer, extended to include supervision of maintenance of way and structures as delegated.

CHICAGO UNION STATION COMPANY.—George E. Shiffer, assistant general manager, Chicago, retires Nov. 30.

GULF, MOBILE & OHIO.—James C. Meehan, general freight agent, St. Louis, Mo., retired Oct. 31.

INTERSTATE COMMERCE COMMISSION.—George H. Hilton, acting chairman, Board of Suspension, Washington, D. C., appointed chairman, succeeding **Roland W. Bay,** retired. **Richard H. Lawry, Jr.,** appointed a member, Board of Suspension, and **Ellsworth L. Patridge,** a member of the Fourth Section Board.

MERCHANTS DESPATCH TRANSPORTATION CORPORATION — NORTHERN REFRIGERATOR LINE.— Homer L. Campbell, vice president and general manager, Chicago, appointed president, succeeding **Kenton C. Underwood,** who retired Oct. 31. **Joseph C. Patrick,** assistant to vice president and general manager, appointed manager-operations and his former position abolished. **Frank C. Underwood** named assistant to president.

MISSOURI PACIFIC.—Mark M. Hennelly, general attorney, St. Louis, named general solicitor.

NEW HAVEN.—D. S. Onnen, chief engineer equipment, appointed director of research. **A. T. Peagan,** director, research and planning—operating, named assistant general manager—engineering. **R. W. Hooper,** general mechanical superintendent, appointed general superintendent—car department. **G. A. Clarke,** assistant general mechanical superintendent, named chief mechanical engineer. **W. A. Baker,** general superintendent locomotive maintenance, appointed general superintendent—locomotive department. **R. H. Davis,** assistant director research and planning, named superintendent—car department. All are at New Haven.

NEW YORK CENTRAL.—John E. Timberlake III, superintendent, Chicago River & Indiana, Chicago, appointed superintendent of yards and terminals for the NYC, a newly created position. Mr. Timberlake will be in charge of coordinating operations at the road's three new electronic yards at Buffalo, Elkhart and Youngstown and also other yard facilities on the system. **E. C. Rowell,** trainmaster, Syracuse, N. Y., appointed assistant transportation superintendent, Syracuse division. **H. F. Carey,** trainmaster, Utica, N. Y., transferred to Syracuse.

In connection with the consolidation of the Mohawk and St. Lawrence divisions, the following have been transferred from Albany to Utica: **E. D. Joslin,** transportation superintendent; **J. F. O'Connell,** assistant transportation superintendent—labor relations; **R. W. Kernan,** trainmaster; **G. Auer,** division engineer; **T. E. Burrell,** assistant division engineer; and **J. E. DeFreest,** master mechanic. **W. F. Hallahan** named assistant transportation superintendent, Utica. **A. W. Campbell** named trainmaster, Albany. **F. T. Putney,** trainmaster, transferred from Malone to Massena. **C. C. Lathey** appointed assistant division engineer, Watertown.

In connection with consolidation of the Pennsylvania division with the Syracuse division. **E. P. Brown** appointed assistant transportation superintendent, Jersey Shore, Pa. **L. M. Lawrence,** trainmaster, transferred from East Syracuse to DeWitt. **J. S. Fadale,** master mechanic, Buffalo, transferred to Syracuse.

PIEDMONT & NORTHERN.—Donald O. Norris appointed general western agent, Chicago, to succeed **William C. Bridges,** deceased (RA, Sept. 8, p. 78).

RAILWAY EXPRESS AGENCY.—Mellville W. Page, superintendent, Pamlico-Piedmont division, Charlotte, N. C., promoted to general manager, Southern region, Atlanta, Ga., succeeding **Amis D. Satterwhite,** transferred to the North Central divisions, Chicago, replacing **W. J. O'Maley,** retired. **B. A. Marks,** superintendent, St. Louis division, transferred to Charlotte.

SEABOARD.—F. E. Harrison, district freight agent, Raleigh, N. C., appointed division freight and passenger agent, Wilmington, N. C., succeeding **J. W. Roberts,** retired. **E. L. Hobbs,** general agent, Houston, Tex., succeeds Mr. Harrison as district freight agent, Raleigh.

SEATRAIN LINES.—John L. Weller, president, New York, elected also chief executive officer.

OBITUARY

Arthur P. Schramm, 58, assistant freight traffic manager, **Monon,** Chicago, died Oct. 11.

Luis G. Morphy, 82, former general manager and receiver of the **Rutland,** who retired in 1946 as district engineer of the **New York Central** at Boston, died Oct. 26.

Supply Trade

C. A. Henrickson has been appointed sales manager of the railroad division of the **Grip Nut Company,** South Whitley, Ind. For the past 11 years Mr. Henrickson has been a mechanical engineer and sales representative in the St. Paul territory. **E. H. Weigman** of the Weigman Railway Supply Company, Chicago, who has represented Grip Nut products to the railway field in the midwest territory, has retired to Tucson, Ariz.

Douglas V. DeGeer has joined **Wyandotte Chemicals Corporation, J. B. Ford Division,** as a special representative in the Railroad Sales Department. He will devote his full time to the sales and service of Wyandotte's cleaning materials to the railroads in Minneapolis and Chicago.

Harrison A. Scott, chief signal engineer of the **New York Central** at Cleveland, Ohio, has been named to the presidency of the **Railroad Accessories Corporation,** New York, succeeding **Frederick C. Lavarack,** who resigned Nov. 1. **Beverley A. Lundy,** executive vice president and treasurer retired on that date.

K W Battery Company, Skokie, Ill., has announced the appointment of **Ralph M. McLean, Jr.,** Progress Railway Supplies, Inc., St. Louis, as sales representative to the railroads in the St. Louis area.

C. Henrickson

Harrison A. Scott

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This Month

Highlights from other railway publications of Simmons-Boardman

RECLAMATION WORK on New York Central's car and locomotive parts is centralized in an efficient plant at Ashtabula, Ohio. Even production of scrap has been streamlined.

—Railway Locomotives & Cars

•

SANTA FE TESTS electronic track circuits for highway crossing protection on single-track line. Electronic circuits of 1.0 kc and 1.5 kc are superimposed on the existing conventional, direct-current signal track circuits with no interference. The test was made on a section of main track which included no grade crossing or crossing signals. However, a mythical crossing location was established with all control circuits and relays for crossing signals.

—Railway Signaling & Communications

•

A NEW METHOD of dealing with rock falls in tunnels has been used successfully on the Reading. It involves the use of anchor bolts inserted in holes drilled in the tunnel roofs at locations where the rock is unstable.

—Railway Track & Structures

•

ENGINEERED human relations can do much to improve the services rendered by purchases and stores personnel and can aid in employee understanding immeasurably.

—Railway Purchases & Stores

•

CLEANING COVERED HOPPERS is a vexing problem for car department officers. A survey of cement hauling roads tells about cleaning methods and design problems.

—Railway Locomotives & Cars

•

DATA COMMUNICATIONS has become increasingly important on the railroads. Many roads now have data communications systems for handling payroll, freight car accounting information, train consists, piggyback lists, etc. Of basic concern now is standardization of data and operating procedures so that railroads may interchange information promptly and automatically with ease of understanding.

—Railway Signaling & Communications

•

SNOW TROUBLES in cuts on the Rhode Island's main line in Kansas and Colorado are the target of an extensive program to reduce or flatten the side slopes. Purpose: to cause snow to be blown across the track instead of piling up on it. Company-owned grading equipment is being used.

—Railway Track & Structures

Facts and Figures

Organizations

CENTRAL WESTERN SHIPPERS ADVISORY BOARD.—Transportation conference and track exhibit will be held Nov. 5-6 at the Hotel Utah Motor Court, Salt Lake City, Utah. E. G. Plowman, vice president—traffic, United States Steel, will address a luncheon meeting Nov. 6.

NATIONAL RAILROAD APPRENTICESHIP CONFERENCE.—Third annual conference will be held Oct. 7-9, 1959, at the Sheraton-Fontenelle Hotel, Omaha, Neb.

RAILROAD SECTION, NATIONAL SAFETY COUNCIL.—Officers elected for 1958-59 are: General Chairman, L. C. Hahney, Elgin, Joliet & Eastern; Vice Chairman, F. C. Lewis, The Pullman Company; Secretary and Newsletter Editor, G. C. Stromsoe, Atlantic Coast Line.

TRANSPORTATION CLUB OF PEORIA.—47th annual dinner will be held in the Grand Ballroom, Pere Marquette Hotel, November 6. Guest speaker will be Calvin Dean Johnson, special consultant on public affairs, American Trucking Associations, Inc. Washington, D.C. His subject will be "Don't Sell America Short."

Dividends Declared

CLEVELAND & PITTSBURGH.—4% special guaranteed, 50¢, quarterly; 7% regular guaranteed, 87½¢, quarterly, both payable Dec. 1 to holders of record Nov. 10.

EAST PENNSYLVANIA.—$1.50, semiannual, payable Jan. 20, 1959, to holders of record Dec. 31.

GREAT NORTHERN.—75¢, quarterly, payable Dec. 15 to holders of record Nov. 21.

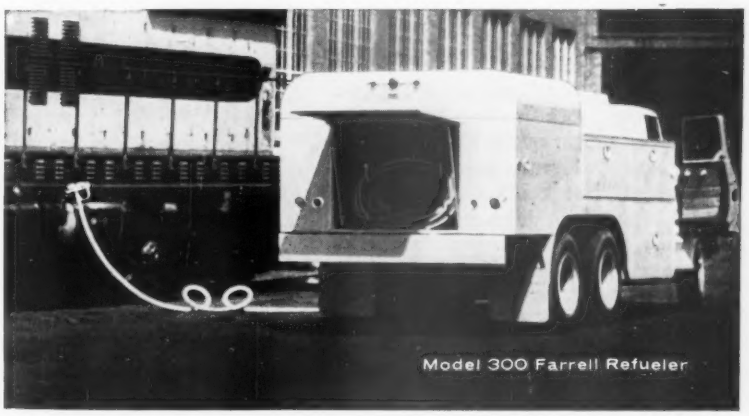
ILLINOIS CENTRAL.—50¢, quarterly, payable Dec. 15 to holders of record Nov. 5.

MINNEAPOLIS & ST. LOUIS.—35¢, quarterly, payable Nov. 28 to holders of record Nov. 14.

ROCHESTER & GENESEE VALLEY.—$2, semiannual, payable Jan. 2, 1959, to holders of record Dec. 19.

WESTERN OF ALABAMA.—$3, payable Dec. 19 to holders of record Dec. 10.

WEST JERSEY & SEASHORE.—$1.50, semiannual, payable Jan. 2, 1959, to holders of record Dec. 15.



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You Ought To Know...

Louisville & Nashville's new $8,500,000 Boyles Yard, near Birmingham, Ala., will be dedicated Jan. 21. It's the third major freight yard to be built by L&N in the past five years (the others: Radnor at Nashville, Tenn., and Hills Park at Atlanta, Ga.).

While Russia develops its railroads, many American rail carriers are fighting for their very survival, Joseph A. Fisher, president of the Reading, told the Manufacturers Association of Lancaster (Pa.) Traffic Club. With a third of the U. S. mileage, Mr. Fisher pointed out, the Russian lines are carrying more tons of freight. On the other hand, he cited the "dangerously low income" of many American railroads. But, he added, "We are on the way back . . . slowly."

More passenger business is the aim of a new series of high-impact UP ads beamed to traveling businessmen. Theme of the first ad: "Who's being driven . . . you or your car?" UP's goal: to help businessmen "rediscover the safety, comfort, convenience and timing assurance that rail travel provides."

A rail travel card has gone to each member of Chicago Rotary in a promotion campaign undertaken by Earl B. Padrick, chairman of the Rail Travel Credit Agency. Nearly all of the 859 Rotarians have retained their cards, and more than 125 have applied for cards in the name of their firms as well.

Milwaukee President William J. Quinn has a healthy respect for the accomplishments of the suppliers. It's Milwaukee's intention, he said recently, "to deliver exactly the kind of service our customers want, and to do it consistently. If we are able to do it —and we certainly are going to try— in great part it will be due to the imagination and inventive genius of the men in the railway supply industry. . . . In times like these, it's good to have such people in the family."

Impacts of general rate increases in the post-war period have been quite varied. ICC figures show that the range by territory is from 103 per cent in the Pocahontas region to 119 per cent in the Eastern district. The country-wide average is 112.1 per cent. By commodity groups, the range is from 83.2 per cent for products of mines in the Pocahontas region to 144.7 per cent for LCL in the Eastern district. Runner-up to the latter was the 140.9 per cent increase on the Eastern district's manufactures and miscellaneous and forwarder traffic.

"Big money for big ideas" is the idea behind Canadian National's revamped employee suggestion program. The new plan, says Vice President—Personnel W. T. Wilson, "has no room for trivia but places emphasis on sound, positive, money-making or money-saving ideas beyond the realm of the routine." Top award: $10,000.

A profit in 1958 is predicted for the C&NW by its chairman, Ben W. Heineman. Mr. Heineman thinks the road should earn at least $2 million net income after all charges on a gross of $215 million. C&NW hasn't shown a profit since 1955. Last year's loss was about $415,000. The profit prediction doesn't include about $3 million the road will get this year from the settlement of an income tax suit.

Negotiation of a new contract with the ORT is one avenue through which Rock Island hopes to revise its station service in line with actual need. The present agreement permits an agent to work at one station and no other. Rock Island, one of comparatively few roads to have such an outright prohibition, has been faced with this restrictive rule since 1913. The company's current station revision program, now before the Iowa Commerce Commission, involves some 57 small agencies. Commission approval would permit RI to close the agencies, or to establish part-time agency stations at any point for which dualization arrangements may be made.

A $300 scholarship at the University of Tennessee for an upper division student majoring in traffic or transportation has been made available by the Appalachian Traffic Club. First crack at the scholarship will go to eligible candidates living within 75 miles of Bristol, Virginia-Tennessee. The university will select the individual.

A new look at colors in signals is one of the research projects under way at New York Central's Technical Research Center in Cleveland. NYC's scientists aren't saying at this point that other colors would be more visible than ones in use; their investigation starts by asking if any other combination than red-yellow-green would be better.

"Some phases of regulation" might be relaxed as a result of a transportation study ordered by Senate Resolution 303, ICC Chairman Howard Freas told a meeting of the European Coal and Steel Community in Luxembourg. Mr. Freas made it clear, however, that he expects no drastic deregulation. "Unchecked" competitive forces, he said, "will result in eliminating competition."

"Substantial demand' for two transcontinental trains has led to a Canadian National reversal of its recent decision to eliminate one of them during the off-season (RA, Sept. 15, p. 52). But the schedules of the two Montreal-Toronto-Vancouver trains —the "Super Continental" and "Continental"—may be adjusted at a later date.

A tape album of the huffs and puffs of steam locomotives, including experiences and recollections of Northern Pacific's recently-retired "Four Aces" (RA, Oct. 20, p. 33), is being put together by Ohio rail buff Allen R. Shade. For this purpose, Mr. Shade, who lives at 9831 Aldridge Drive, Columbia Station, Ohio, is looking for railroaders who either rode or serviced the "Four Aces."

Negotiations are well advanced for the Boston & Maine to acquire full ownership of Boston's Hotel Manger, of which the railroad already owns 50 per cent. The other half is held by the Manger hotel chain. Patrick B. McGinnis, president of the B&M said that the railroad will arrange for a hotel management group to operate the property.

A favored market position is seen for rail stocks by Standard & Poor's Corp. "Early end to unfavorable year-to-year carhandling comparisons is in sight for the rail industry," an S&P industry survey says. Thus with larger receipts and costs adjusted to the depressed volume of early 1958, and with capital structure leverage working in their favor as gross expands, excellent profits are predicted.

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STATEMENT required by the act of August 24, 1912, as amended by the acts of March 3, 1933, and July 2, 1946 (Title 39, United States Code, Section 233) showing the ownership, management, and circulation of Railway Age, published weekly at Orange, Connecticut for November 3, 1958.

1. The names and addresses of the publisher, editor, managing editor, and business managers are:
Publisher, Robert G. Lewis, 30 Church Street, New York 7, N. Y.
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2. The owners are: Simmons-Boardman Publishing Corp., 30 Church St., New York 7, N. Y. Stockholders of one per cent or more, James G. and Louise Lyne, 30 Church St., New York 7, N. Y., Arthur J. McGinnis, 30 Church St., New York 7, N. Y., Frederick A. and Artimese B. Clark, 30 Church St., New York 7, N. Y., Joseph or Katherine Sanders, 2909 Maple Ave., Dallas 4, Texas, John R. Thompson and Kathe Thompson, 79 West Monroe St., Chicago 3, Ill., Ruth Wheaton Johnson, 1615 Ravenna Blvd., Seattle 5, Wash., William E. Russell as Trustee L/W/T of Ida R. Simmons F/B/O, Mrs. E. S. Fenton, % Russell & Russell, 41 East 42nd St., New York 17, N. Y., J. Streicher & Co., 2 Rector St., New York, N. Y., Partners of J. Streicher & Co. are: Joseph Streicher, Jack L. Streicher, Ethel Streicher, Judson Streicher, all of 2 Rector St., New York, N. Y., Morton & Co., % Marine Midland Trust Co., 120 Broadway, New York 15, N. Y.

3. The known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner.

5. The average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown above was: (This information is required from daily, weekly, semiweekly, and triweekly newspapers only.) 14,426.

JAMES G. LYNE,
(Signature of editor)

Sworn to and subscribed before me this 23rd day of September, 1958.

EDMUND J. PUYDAK,
[SEAL] (My commission expires March 30, 1959)

What Jobs for Firemen?

Every little town, 40 years or so ago, had its blacksmith shop. The blacksmith repaired farm implements, but his principal job was shoeing horses.

The blacksmith shop vanished, but blacksmiths didn't starve. They simply changed their trade to conform to customers' demands. Often, they branched out into the garage business.

The need for an employee to supply locomotive boilers with fuel has similarly vanished. But—as B. of L.F. & E. President H. E. Gilbert indicates in an interview in this issue—the firemen insist on holding onto their old jobs.

No job in railroading has changed as completely as that of locomotive fireman. Few jobs in industry required the physical exertion that used to be called for in hand-firing the locomotive of a fast passenger train; or of a heavy freight train ascending a long grade.

Then, along came the automatic stoker and took most of the physical exertion out of the job—but the fireman was still a busy man. He had to keep the stoker operating, and watch the boiler's water supply. Then came the diesel, leaving the fireman with little to do but serve as a look-out—a job already assigned to the engineman.

TWO MEN, OR THREE?

On freight trains, the head brakeman usually rides in the locomotive cab—and the Canadian Pacific secured a judicial opinion that the brakeman provides all the "second man" look-out service that is needed. The assignment of fireman to freight service diesels appears to be coming to an end in Canada. It still lingers on in the U.S.

This paper believes that firemen have a just claim on the railroads for preferred consideration for other railroad jobs for which they can qualify. A fireman is usually a highly competent railroad man. If there were one union in train, engine and yard service—instead of five—the problem would be relatively simple. The firemen's seniority list could be merged with that of the trainmen. As matters now stand, such a solution would not be easy.

TOO MANY CRAFTS

But railroads just cannot keep on with the high degree of craft distinction and localized seniority that they have inherited from a day when there were twice as many employees as there are now. To minimize hardship in a period of transition, there should be more merging of seniority rosters—and greater freedom of movement of employees, not only to other divisions of the same railroad but into different occupations.

In his advocacy of union mergers, Mr. Gilbert's point of view is constructive. So also is his wish for friendly relations between railway managements and unions. But unionists must strive for better understanding of the seriousness of the railroad's competitive situation. They must realize the practical impossibility that management can confront this competition and, at the same time, make costly concessions to the "make-work" idea.

The firemen are in a tough spot—just as the boilermakers were when boiler work began to vanish. Useful work was found for most of the boilermakers who wanted to keep on railroading—and useful work could probably be found for most firemen, too, over a period of time.

RAILROADS AND UNIONS, NATURAL ALLIES: Unions and managements have every reason to work together harmoniously for their common defense against external competition. But management certainly cannot—for reasons of internal peace, or for any other reason—accept union demands that will weaken the railroads in confronting competition. Such yielding, would be a disservice to the long-run interest of union members themselves.

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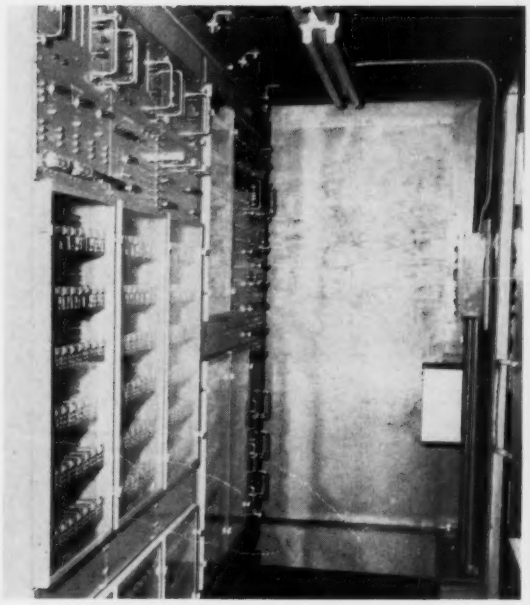

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